3M MICROFIL

# START OF ROLL

ROLL N

20 0

CONSTRUCT
CONTRACT
8737

OREGON DEPARTMENT OF TRANSPO

8737 Milwaukie-Glad- 1978
stone Sec. FAU 9671
(Grading & paving)

CONTINUED

C72 5763 9-22-76

## CHECK LIST OF INFORMATION
## TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 1

Project Name Milwaukie Gladstone Contract No. 8737

Circle One: [✓ PA] EWO SFO No. 7

| | | Check Information Furnished | |
|---|---|---|---|
| | | RESIDENT ENGR | REGION |
| Description of work to be done. | | ✓ | |
| Reasons why work is necessary. | | ✓ | |
| Has work started: | Yes | | |
| | No | ✓ | |
| | Date Started | | |
| Cost justification for price agreements. | | ✓ | |
| Credit for salvaged material: | None | N/A | |
| | Material list attached | | |
| | To be determined later | | |
| Salem headquarters approval: | Not received | | |
| | Date received | | |
| | Who discussed | | |
| FHWA approval: | Not received | | |
| | Date received | | |
| | Who discussed | | |
| Required signatures on order form. | | ✓ | |

Comments:

T 8737 Form 81-731-1109 (Rev. 8-73)

1-P8

OREGON STATE HIGHWAY DIVISION

# Price Agreement

## APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Milwaukie-Gladstone
Date: October 17, 1978
Highway: FAU 9671 (S.E. River Road)
Contract No.: 8737
County: Clackamas
Prefix: 303-1002
Contractor: Cascade Construction Co.
F. A. Project No.: M-9671(1)
Address: P.O. Box 4267 Portland, OR 97208
Price Agreement No.: 7

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Construct drainage curbs where desireable and feasible.

Locations by station numbers:

Throughout project-Station 50+00 to Station 286+52.

Names of pay items, estimated quantities and agreed prices:

30701 Modified drainage curbs 6000 Lin. Ft. @ 1.40/ft. = $8,400.00.

Specifications, basis of measurement and other provisions:

Work to be done as shown in attached sketch and in accordance with "Standard Specifications for Highway Construction, 1974" and Special Provisions for the project.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $1,211,783.40
Present estimate of project cost, including $8,400.00 for work under this order $1,211,783.40
Expected under-run over-run (amount) $ –
Expected under-run over-run (per cent) –

Space to right of this line is for use of Salem Office

Submitted by: H M Fillmore Resident Engineer.
Approval Recommended: Division Engineer
Approval Recommended: Construction Engineer or Bridge Engineer

Signed CASCADE CONSTRUCTION COMPANY, INC. Contractor
C. E. Idlewine, President
Approved: O. B. Jackson ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer or~~ Engineer
For constr.

SP*79903-734

OK 12-1-78
DK 12-7-78
12-1-78

#8737

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

*Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 25, 1978

In reply refer to: HFO-OR

SUBJECT: Oregon Project M-9671(1)
Milwaukie - Gladstone
State Force Order No. 3
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

We are withholding approval of subject Force Order, which was submitted by Mr. Keasey's letter of September 22, 1978, pending receipt of documents showing the County's legal obligation to pay for moving the Tri-Met bus shelters. Normally such appurtenances are on the highway right of way under a permit requiring necessary moves to be made at the owner's expense.

for G. L. Green

cc:
C. T. Keasey (ODOT)

RECEIVED
STATE HWY ENGR
OCT 27 '78
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

Orig. X

8737

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9-25-78

# LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9671(1)

STA ROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71408

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations
Oregon Department of Transportation
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 5-3-78 | 9-25-78 | FAU-9671 |
| | | STATE ROUTE NUMBER City Street |

GENERAL LOCATION:

2nd St. (Milwaukie)-Arlington St. (Gladstone) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-21-78, I approve the program change to extend the limits of the project - "Northerly 1766 feet (0.33 mi.) to Jefferson St.-Milwaukie" for the purpose of extending the bikeway portion of the contract only.

NOTED
F. B. KLABOE

Swan
10-6

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-25-78 | G. K. Hassner | for Division Administrator |

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8737 7-21-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9671(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71408

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 5-3-78 | 7-24-78 | FAU 9671 | County Road |

GENERAL LOCATION:

2nd Street (Milwaukie) - Arlington Street (Gladstone) Section

GENERAL DESCRIPTION OF WORK:

Core drill thru asphalt pavement to determine pavement failure for remedial action prior to overlay of existing pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXX OR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-24-78, as requested in Mr. Keasey's letter of 7-25-78 as being in the public interest for the use of State Foreces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $550 Federal Funds $472.

NOTED
F. B. KLABOE

Swan
8-1

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-28-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-797

8737

9

ROBERT W. STRAUB

Oregon State Highway Division

July 20, 1978

Cascade Construction Co., Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8459 and 8737

Gentlemen:

The $9,000.00 securities deposit released on contract 8459 is being applied to contract 8737 per your memo of July 19, 1978.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

**bc: C.W. Head**
**R. Church**
**C.W. Barrett, Jr.** (Att.)

NOTED
C.W. HEAD

#8737

9

ROW 13-4

bc: G. L. Green
H. S. Co ter
E. L. Hardt
Gene Hickam
H. M. Fillmore
Ted Inloes

ROBERT W. STRAUB
GOVERNOR

**Oregon State Highway Division**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

July 11, 1978

Mr. Harvey West
Oak Lodge Sanitary District
13707 S.E. Fair Oaks Blvd.
Milwaukie, OR 97222

Sanitary Sewer Manhole Adjustment
Milwaukie-Gladstone Section
S.E. River Rd. (FAU-9671)
Clackamas County
Project No. M-9671(1)

Dear Mr. West:

Reference is made to my letter of May 10, 1978, which advised you that sanitary sewer manholes owned by your District would conflict with the construction requirements of the subject project and require adjustment. As requested by your District, the adjustment of the manholes was included as a bid item under the State's contract for the construction of this project.

Bids for this project were received on May 30, 1978. The contract was awarded to Cascade Construction Company, Inc., Portland, Oregon, on June 13, 1978. Cascade Construction Company's bid for the adjustment of manholes is $96.00 each. If the contract bid price of $96.00 is acceptable to the District, please have appropriate District officials sign in the place provided below and return one copy of the letter to this office.

If the adjustment of the manholes by contract bid items is acceptable to the District, upon completion of construction, the District will be advised of the number of manholes adjusted and reimbursement requested. Your cooperation in this matter is appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Enginee

RECEIVED
STATE HWY ENGR
JUL 11 '78
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

JMC:dbe

The bid price of $96.00 each for the adjustment of sanitary sewer manholes is acceptable to Oak Lodge Sanitary District.

_______________ _______________

Form [illegible]

8737

STATE COPY

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 7/3/78
Contingent upon modification of project agreement if additional funds are required
BY G. K. [illegible]
TITLE Field Operations Engineer
DATE
FEDERAL HIGHWAY ADMINISTRATION

J

| | | | |
|---|---|---|---|
| Project Name | Milwaukie-Gladstone | Date | June 27 , 19 |
| Highway | FAU 9671 ([illegible] Rd.) | Contract No. | 8727 |
| County | Clackamas | Prefix | 303-1002 |
| Contractor | Cascade Construction Co. | F. A. Project No. | M-9671(1) |
| Address | P.O. Box 4267 Portland, OR 97208 | Order No. | 1 |

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

**Description of work to be done:**

Salvage and Reconstruct Concrete Black Wall.

**Location by station numbers:**

Station 90-Station 91

**Estimate of quantities and cost:**

| | |
|---|---|
| Materials | $ 400.00 |
| Labor | 400.00 |
| Equipment | 200.00 |
| | $1000.00 |

**Explanation:** (Explain here the conditions which cause this work to be classed as "extra work")

Contract calls for this work to be done as extra work due to the fact that it is not known how many of the concrete blocks will be salvaged and how many will have to be replaced. Monies for this work is included in the Project Authorization, but has not received approval of FHWA.

RECEIVED
JUL 25 '78
REFER TO
FOR

| Info | Inves | K/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOT
H.S. COUL

**INSTRUCTIONS:** A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | | |
|---|---|---|
| Project authorization | $1,211,783.40 | |
| Present estimate of project costs, including $ 1000.00 for work under this order | $1,211,783.40 | |
| Expected under-run / over-run amount | $ – | |
| Expected under-run / over-run per cent | – | |

Space to right of this line is for use of Salem Office

Submitted by ..................... Resident Engineer

Approval Recommended: ..................... Regional Engineer

Approval Recommended: ..................... For: Construction Engineer or Bridge Engineer

Approved O. B. Jackmond For Construction Engineer

7-3-78

SP*73604-734

8737

2

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1978

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8737 for work on the Milwaukie-Gladstone Section of FAU 9671 (S.E. River Road) in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Rogers, Bowes & Hunter, Inc.
208 Market Building
Portland, OR 97201

bc G. T. Kenney
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
H. M. Fillmore

Cascade
Construction
Company, Inc.
General Contractors

P.O. BOX 4287 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

## TRANSMITTAL NOTICE

**Date:** June 15, 1978

**To:**
Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

**Transmitted herewith:**

| NO. OF COPIES | DATED | TITLE |
|---|---|---|
| 2 | 6-13-78 | Contract and bond for Highway Construction - Contract Number 8737 - for Milwaukie-Gladstone Section - FAU 9671 (SE RIVER RD) - Clackamas County, Oregon (Grading and Paving work) |

NOTED
C. W. HEAD

**MEMORANDUM**

RECEIVED
JUN 16 1978
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

**CASCADE CONSTRUCTION COMPANY, INC.**

**Enc:**

**cc:**

By George R Morton
George R. Morton, V. P.

*Equal Opportunity Employer*

8737

8

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
H. M. Fillmore
SAIF
Fran

June 13, 1978

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for work on the Milwaukie-Gladstone Section of FAU 9671 (S.E. River Road) in Clackamas County for the sum of $1,041,340.80 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Clackamas County and when the sum of $84,800 is deposited by the County.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8737.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 24, 1978.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8737

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 6-20-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9671(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71408

**TO:**

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED<br>5/3/78 | DATE AUTHORIZATION EFFECTIVE<br>6/12/78 | FEDERAL ROUTE NUMBER<br>FAU 9671 | STATE ROUTE NUMBER<br>County Roads |

GENERAL LOCATION:
2nd Street (Milwaukie)-Arlington Street (Gladstone) Section

GENERAL DESCRIPTION OF WORK:
Striping, bike route signing, pavement markings by County forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED [illegible] FORCE ACCOUNT BASIS

REMARKS
This will confirm the advance authorization date of 1/12/78 as requested in Mr. Keasey's letter of 6/14/78 as being in the public interest for the use of County forces to proceed with the above work. County Force Order No. 1 is approved for TEC NTE $24,000, Federal funds $20,592.

Swan
6-21

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE<br>6/20/78 | SIGNATURE OF APPROVING OFFICIAL<br>D. K. [illegible] | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1970—[illegible]

8737

May 26, 1978

Clackamas County
Public Works Dept.
902 Abernathy Rd.
Oregon City, OR 97045

Attn: Winston W. Kurth
County Engineer

Gentlemen:

On May 25, 1978 a satisfactory bid was received from Cascade Construction Co., Inc., P.O. Box 4267, Portland, OR 97208 for construction on the Milwaukie-Gladstone Section, FAU 9671.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $1,041,340.80 |
| Permanent Pavement Striping | 3,840.00 |
| Temporary Erosion Control | 500.00 |
| State Responsibility for Damages | 500.00 |
| Bikeway Signs and Buttons | 20,160.00 |
| Furnish Mail Box Posts | 1,800.00 |
| Salvage and Reconstruct Walls | 1,000.00 |
| Bikeway Construction | 8,000.00 |
| 4½% Contingencies | 48,471.34 |
| 8% Engineering | 86,171.26 |
| ESTIMATED TOTAL COST | $1,211,783.40 |

County's Advance Deposit:
7% of $1,211,783.40 = $84,821.38 or say $84,800.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 16, 1978.

Please make your check for $84,800.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

FFH:dmc
cc: CRAG; Denton Kent, Executive Director

bc:w/AD#441: Region 1 Federal Aid Engineer-Jon Rose
Vern Skoog-Please return completed AD#441
when check is returned

3737

Salem, Oregon
May 8, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 25, 1978 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 25 on the following projects:

1. Milwaukie-Gladstone
   SE River Road, Clackamas County
   Grading and Paving

   Class II and Class III bikeways incorporated in this project.

2. Molalla River State Park, Clackamas County
   Grading, Paving and Toilet Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Coos Bay and North Bend Pavement Marking, Coos County
   Pavement Marking

   Same as No. 2.

4. Dayville Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Same as No. 2.

5. Ashland Pavement Marking, Jackson County
   Pavement Marking

   Same as No. 2.

6. Wolf Creek Tavern State Wayside, Josephine County
   Grading, Paving and Sewage

   Same as No. 2.

7. Pacific Highway West at Barger Avenue (Eugene)
Pacific Highway West, Lane County
Traffic Signals

Same as No. 2.

8. Church Street-Mill Street (Silverton)
Cascade Highway, Marion County
Grading and Paving

Three-foot shoulders and sidewalk being provided. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Heppner Rock Production
Wasco-Heppner Highway, Morrow County
Aggregate Production

Same as No. 2.

10. SW Barbur Boulevard at SW Miles Street, W Burnside Street at NW 23rd Avenue, and SW 1st Avenue at SW Arthur Street
Portland City Streets, Multnomah County
Traffic Signals

Same as No. 2.

11. NE Glisan Street Undercrossing
East Portland Freeway, Multnomah County
Structures

Eight-foot sidewalk bikeways to be included in this project.

12. Ross Island Bridge-SE 52nd Avenue
Mt. Hood Highway, Multnomah County
Building Alteration and Repair

Same as No. 2.

13. Echo-Rieth, Umatilla County
Guardrail Installation

Same as No. 2.

14. Imnaha River (Freezeout) Creek Bridge, Wallowa County
Structure

Four-foot shoulders, 20-foot travelway.
Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

15. SW Allen Boulevard at Lombard Street (Beaverton)
Washington County
Traffic Signals

Same as No. 2.

16. Pacific Highway West-SW 3rd Street (Sherwood)
Washington County
Grading and Paving

An 8-foot sidewalk bikeway will be incorporated in this project.

DNS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8737

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-3-78

# LETTER OF PPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9671(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71408

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>5/3/78 | DATE AUTHORIZATION EFFECTIVE<br>5/3/78 | FEDERAL ROUTE NUMBER<br>FAU 9671<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
2nd St. (Milwaukie)-Arlington St (Gladstone) Section

GENERAL DESCRIPTION OF WORK:
Grade and Pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $3,840
Temporary Erosion Control (EW) $500

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,217,571, Federal Funds $1,044,675.

A signed copy of the Title Sheet is returned herewith.

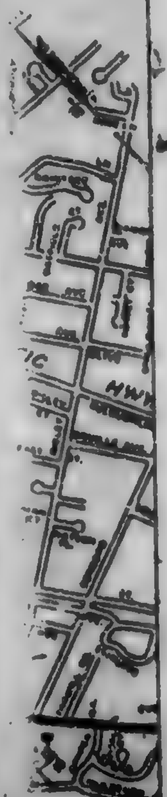
Swan
[illegible]
5-31

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE<br>5/3/78 | SIGNATURE OF APPROVING OFFICIAL<br>G. L. Green | for Division Administrator |

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976--625-737



8737

Clackamas

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78

5-25-78 Bid Letting ______________ All Clear Deadline

SECTION MILWAUKIE-GLADSTONE
Highway FAU-9671 (SE River Rd.)
County Clackamas Region M
Type of Work G.P Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | No significant problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8737

9

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

April 17, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Milwaukie-Gladstone Section
FAU 9671 (SE River Road)
Clackamas County

This project is for the improvement of a county road in an urban residential area. The present traffic count is 6,000 ADT. This traffic would require two 12 foot lanes and 8 foot shoulders for a roadway width of 40 feet.

The improvement consists of approximately four miles of overlay and widening of the existing pavement. It will provide for two 12 foot travel lanes and, for the most part, 8 foot to 10 foot shoulders. Curbs are used in some areas to reduce the section width so it can be contained within the existing 60 foot right-of-way or to reduce the right-of-way required. Concrete walks are included in a few areas of higher pedestrian use.

The shoulders and, in a few areas, the concrete walks will be designated a bikeway.

In some areas due to cost and right-of-way restraints the shoulder width was held to six feet. This width was used on four areas on the left shoulder, a length of 0.53 mile, and two areas on the right shoulder, a length of 0.34 mile.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Guide for Local Roads and Streets, AASHTO, 1971".

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
FOR

Form 81-734-3122

This has been discussed with and tentatively approved by Mr. Wallace Bryant of the F.H.W.A.

This project is presently scheduled for the May 25th contract letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:ab
cc: E. S. Hunter
E. L. Hardt
F. E. Terpin
Fred Eriksen

8737

303-1933

**STATE OF OREG**

**INTERO CE MEMO**

**TO:** GERRY WIMER
Local Government Programs Engineer

**DATE:** April ~~10~~ 14, 1978

**FROM:** JON ROSE
Federal Aid Engineer

**SUBJECT:** Striping, Signing and Traffic
Delineator Buttons
River Road
FAUS Project
Clackamas County
Federal Aid No. M-9671(1)

Attached is a letter and five copies of a County Force Order submitted by Clackamas County requesting that striping, bike route signing and delineators be installed by County forces on the subject project. I have discussed this with Winston Kurth of the County and he feels that it is in the public interest to have this part of the construction work done by County forces. The County has the ability to complete the work as need arises where a contractor would necessarily postpone installation until sufficient work could justify move-in costs. Such delays could be detrimental to safety and reasonable traffic flow.

Metro concurs with the County that public safety and traffic flow considerations would justify this work being done on the force account basis.

Jon Rose

JR/ldo

Attachments

cc: Region 1 w/attachment

cc w/att.
Bob Swan (letter)
Jim Butler (Att)

4-14-78
This F.A. work is for
minor work on Urban
project. Contract will be
for paving - Co. Forces will
sign, Stripe, etc. as Urban
project.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 11 1978
File: PM FA
LG OP
TAA Zehner

~~Discuss w/ Blackburn~~
~~possibility of Title II funds~~

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

April 4, 1978

MA PDM PDE TSE SPC
ODOT - METRO
APR 7 1978
~~AM PPS~~ 2bj FILE T/A

Mr. R. N. Bothman
Metropolitan Engineer
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

ATTN: Mr. Jon Rose

Clackamas County is requesting that authorization be granted for the force account work to provide paint striping, bike route signing and placement of traffic delineator buttons along the River Road FAU 9671 project.

Enclosed please find a force work order and attached itemized statement regarding this force account work which will be accomplished by County forces. Clackamas County is requesting two applications of paint striping to ensure its effectiveness over the new pavement.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

# ORDER FOR FORCE WORK

## PERFORMED BY COUNTY FORCES

ORDER NO.

F. A. Project No.

Date April 4, 19 78

Street River Road FAU 9671

County Clackamas

Prefix

Account No.

Description of work to be done:

This project is to provide paint striping, bike route signing and pavement markings (10" buttons) along River Road subsequent to the pavement widening and resurfacing. Two applications of paint striping to ensure its effectiveness are required.

Location: Sta. to Sta. or MP to MP

Sta. 50+00 to Sta. 286+37

Estimate of quantities and costs:

| | |
|---|---|
| Materials | $12,998.00 |
| Equipment Rental | $ 1,396.00 |
| Labor | $ 7,120.00 |
| Contingency | $ 2,486.00 |
| Estimated Total | $24,000.00 |

Explanation:

Work is to be done by County forces

Submitted by
County Traffic Engineer

Approved
OSHD

## RIVER ROAD

## FORCE ACCOUNT WORK

### MATERIALS

| | | | | |
|---|---|---|---|---|
| Paint | 275 gal. | @ $ 4.00/gal. | = | $ 1,100.00 |
| Beads | 1,920 lbs. | @ $ 0.15/lb. | = | $ 288.00 |
| Epoxy | 80 gal. | @ $13.00/gal. | = | $ 1,040.00 |
| Buttons - Bike Path | 1,850 | @ $ 5.00/ea. | = | $ 9,250.00 |
| Buttons - Centerline | 400 | @ $ 1.20/ea. | = | $ 480.00 |
| Signs - 24" x 24" | 40 | @ $15.80/ea. | = | $ 632.00 |
| Posts | 40 | @ $ 5.20/ea. | = | $ 208.00 |
| | TOTAL ESTIMATED MATERIALS | | = | $12,998.00 |

### EQUIPMENT RENTAL

| | | | | | |
|---|---|---|---|---|---|
| Striper Truck | (1) | 8 hrs. | @ $28.00/hr. | = | $ 244.00 |
| Pickup | (3) | 240 hrs. | @ $ 1.60/hr. | = | $ 1,152.00 |
| | | TOTAL ESTIMATED EQUIPMENT RENTAL | | = | $ 1,396.00 |

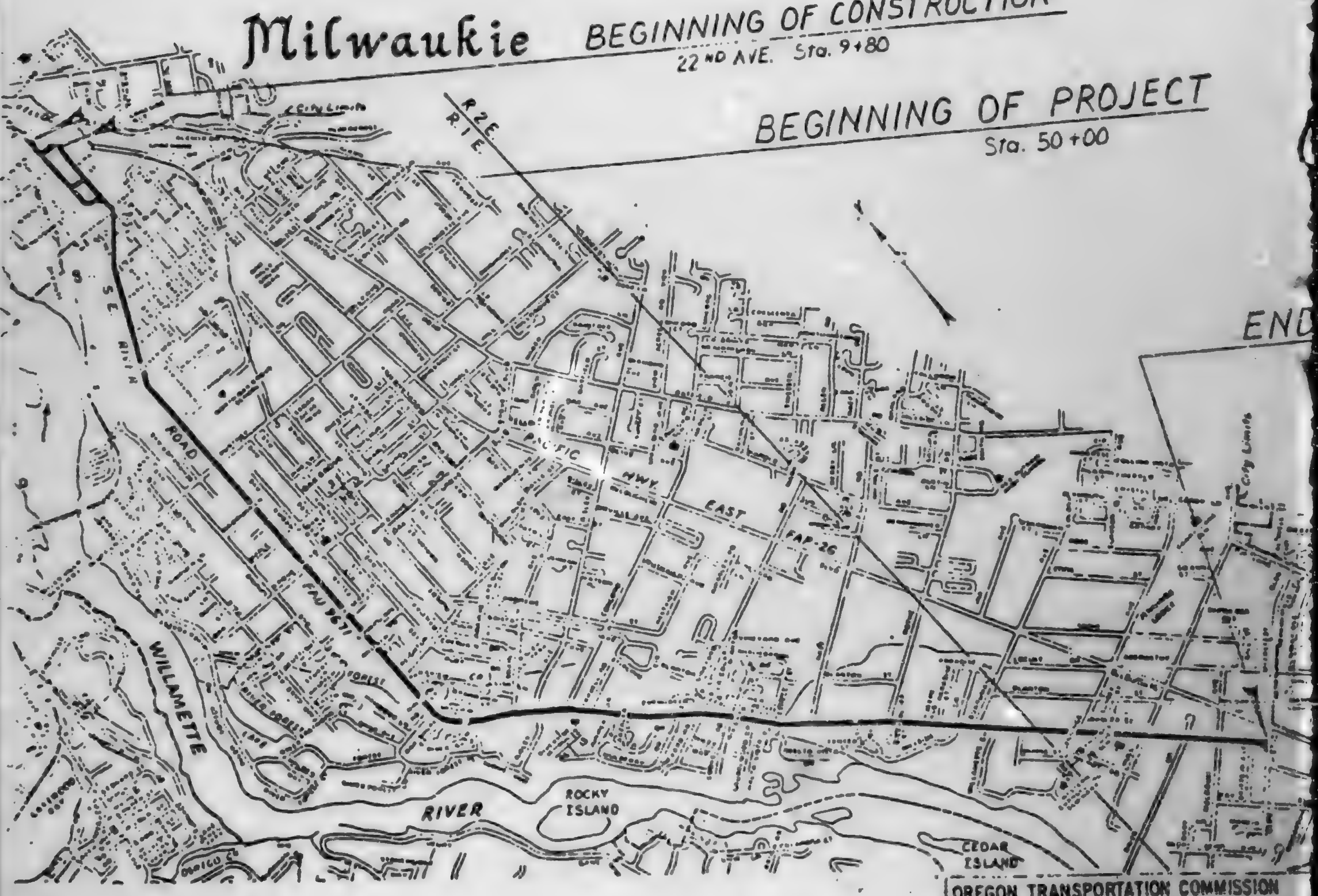
### LABOR

| | | | | | |
|---|---|---|---|---|---|
| Traffic Control Foreman | (1) | 8 hrs. | @ $14.50/hr. | = | $ 116.00 |
| Striper Crew | (2) | 8 hrs. | @ $10.20/hr. | = | $ 163.20 |
| Sign Maintenance Man | (1) | 40 hrs. | @ $10.20/hr. | = | $ 408.00 |
| Engineering Technician | (1) | 8 hrs. | @ $10.40/hr. | = | $ 83.20 |
| Laborer (Layout) | (2) | 72 hrs. | @ $10.40/hr. | = | $ 1,497.60 |
| Laborer (placement) | (2) | 144 hrs. | @ $10.40/hr. | = | $ 2,995.20 |
| Flagman | (2) | 108 hrs. | @ $ 8.60/hr. | = | $ 1,857.60 |
| | | TOTAL ESTIMATED LABOR | | = | $ 7,120.00 |
| | | CONTINGENCY | | = | $ 2,486.00 |
| | | ESTIMATED TOTAL | | = | $24,000.00 |

# MILWAUKIE — GLADSTONE SEC.

## FAU 9671 (S.E. RIVER RD.)

### CLACKAMAS COUNTY


Milwaukie
BEGINNING OF CONSTRUCTION
22ND AVE. Sta. 9+80
BEGINNING OF PROJECT
Sta. 50+00
END
R2E
R1E
City Limits
S.E. RIVER ROAD
FAU 9671
PACIFIC HWY EAST FAP-26
WILLAMETTE
RIVER
ROCKY ISLAND
CEDAR ISLAND

| OREGON TRANSPORTATION COMMISSION | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |

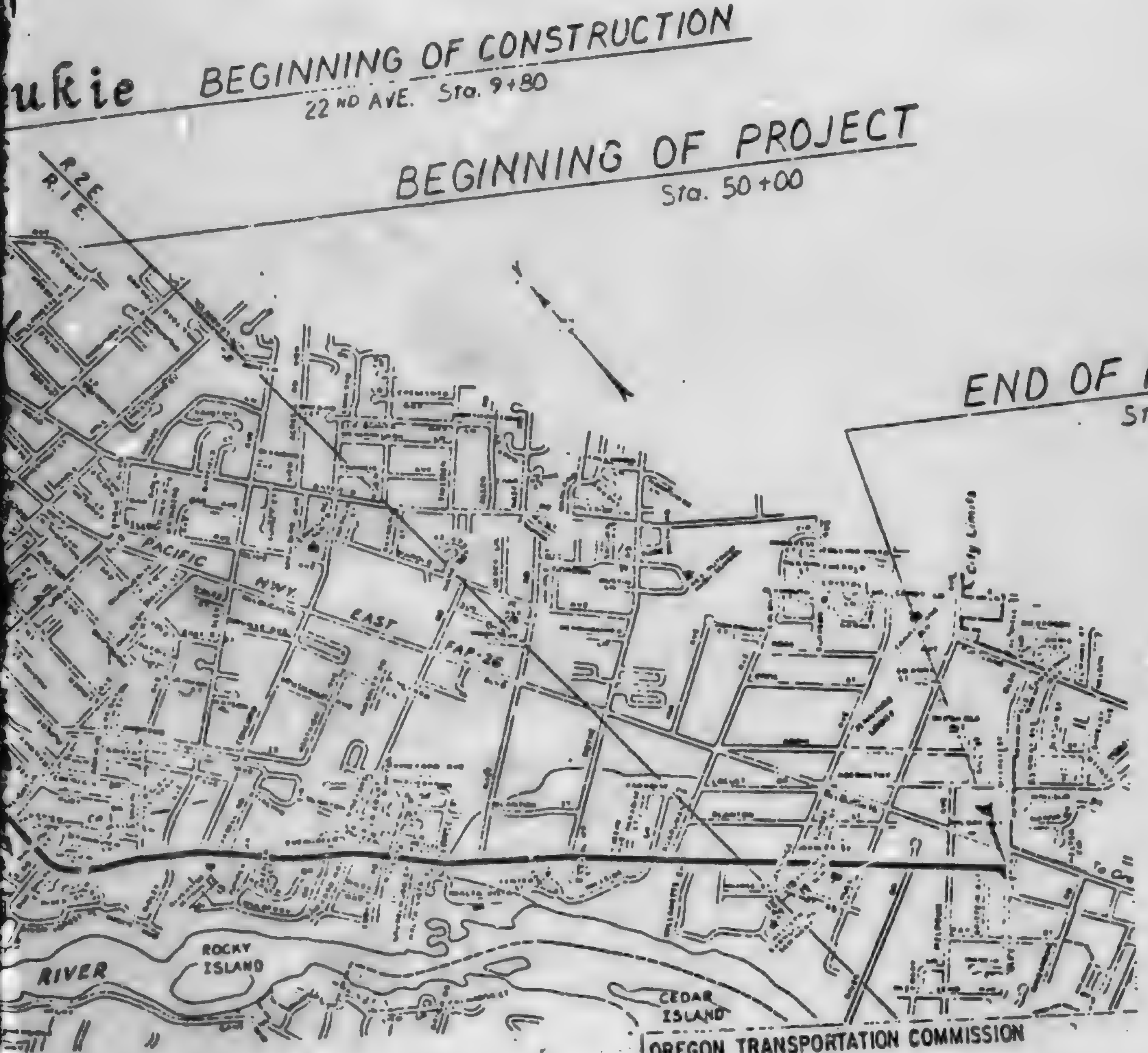
Sketch Map

Scale 0 1000 2000 Feet

# IE – GLADSTONE SEC.

## 9671 (S.E. RIVER RD.)

## CLACKAMAS COUNTY


ukie
BEGINNING OF CONSTRUCTION
22 ND AVE. Sta. 9+80
BEGINNING OF PROJECT
Sta. 50+00
END OF PROJECT
Sta. 286+37
R2E
R1E
PACIFIC
HWY.
EAST
FAP-26
City Limits
ROCKY ISLAND
RIVER
CEDAR ISLAND

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |

Sketch Map

Scale 0 1000 2000 Feet

8737

Clackamas

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April [illegible] 1978

FILE:

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Milwaukie-Gladstone Section
FAU 9671 (SE River Road)
Clackamas County

TO: MEMO TO THE FILES

Preliminary plans for the project were reviewed in a meeting at the Region I Office and a subsequent field review, March 30, 1978.

The review was attended by:

Ed Hardt, Regional Engineer
Winston Kurth, Clackamas County Engineer
Marion Craft, Region Construction Engineer
Bob Ewen, Metro Location Engineer
Larry Taylor, Milwaukie City Engineer
Wallace Bryant, Area Engineer, F.H.W.A.
Rob Cameron, Resident Location Engineer
Mort Fillmore, Resident Engineer
Willard Hoffman, Resident Engineer
Fred Yarbrough, Soils Engineer
Ted Inloes, Region Utility Engineer
W. C. Bergstedt, Assistant Resident Engineer
Jim Butler, Specifications
Melvin Olsen, Draftsman
Carl Butte, Temporary Protection and Direction of Traffic
Dick Leu, Designer
Fred Eriksen, Design Engineer Supervisor

The following plan and specification details were covered:

1. Mr. Hardt handed me a letter written to Mr. Versteeg requesting an addition to the project of approximately 1,500 feet of bikeway construction. The bikeway would be on the west side of McLoughlin Boulevard and northerly from the project to Jefferson Street. This work will be included as an anticipated item for $8,000.00.

2. Mr. Bryant indicated the bikeway on the shoulder on the project could become a problem due to the recent law permitting passing of a left turning vehicle on the right side where pavement width is sufficient. Mr. Don Shaffer, Bicycle Engineer, advises bikeways are posted to restrict the use of the shoulder to bicycles.

3. Mr. Taylor, Milwaukie City Engineer, informed us of plans to install a new 6-inch water main on 22nd Avenue (6th Avenue) and a new 4-inch water main on River Road (7th Avenue). The City plans to let their contract soon with a completion date of July 1st. Mr. Taylor was asked to provide in their contract for good compaction on their backfill.

4. Mr. Ewen requested we note on the typical section the thickness of the paving allowance for restoring the crown and grade.

5. It was pointed out that the wall footing would require block-outs for guardrail posts, where the footing was shallow. The right-of-way width should be shown on the wall typicals in cuts. A sleeve should be added for fence posts on top of the walls. It was proposed that filter cloth be used on wall drains and weep holes be added.

6. Mr. Yarbrough said our 20-foot depth sumps should be increased to 30-foot minimum depth with a minimum penetration into gravels of 5-feet. Method of payment for depths over 30-feet was discussed. It was suggested an item "Extra for Excavation Over 30-Feet" pay by the foot.

7. There are about 180 mailboxes affected by the construction. It was proposed the contractor move and reset them.

8. There are some rock cuts on the project and it was recommended the specs call for linedrilling and pre-splitting.

9. Oak Lodge Sanitary District has 79 manholes that will require adjusting, this work is non-reimbursable. The Sanitary District wants the contractor to do the adjusting and have asked that this be a bid item with their being able to reject the bid if they feel it is unreasonable.

10. Requested that a rock wall right of Station 62+50 be shown as salvage and stockpile (by others). County will take care of the work.

11. A wood fence left of Station 144+50± to 145+00± will be shown as salvage and reinstall due to sewer pipe installation.

12. Station 90+50 left there is a concrete block wall to be removed as directed. The County will contact the property owner and advise them.

13. At Glen Echo Avenue we will widen the right turn lane to Glen Echo to 14-feet and adjust an existing sump that had been overlooked.

FE:mb
cc: To All Participants
Carl Williams

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan JWB
Scott
Savage
RECEIVED
APR 10 1978
ENGINEERING SECTION
Trout
Do Not File ☐
Return To
Bring Up / /
Action

we have copy

8737 3-30-78 FAU

703

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section
Federal Aid Project No. M-9671(1)
Subject: ~~Federal Aid Project No.~~ FAU-9671
Project Name Milwaukie-Gladstone Section of River Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC: D.E. Swan
CT. Kensel
R. Triggstad

Signed at Oregon City, Oregon, this 30th day of March, 1978.

County of Clackamas
BOARD OF COUNTY COMMISSIONERS

Ralph Groener
~~County Judge~~/Chairman

Commissioner

Stan Skoko
Commissioner

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐

APR 10 1978

File: PM FA
LG OP

TAA Zehner

Certified By:
Regional Right-of-Way Supervisor
Date 3-31-78

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8737

Clack.

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 29, 1978

Edward L. Hardt

**FROM:** EDWARD L. HARDT
Region Engineer

**TO:** HAL VERSTEEG
Head of Engineering

**SUBJECT:** MILWAUKIE FOOTPATH
MILWAUKIE-GLADSTONE SECTION
FAU 9671 (SE River Road)
CLACKAMAS COUNTY

The north end of the Milwaukie-Gladstone improvement on SE River Road in Clackamas County terminates on SE 22nd Avenue where it intersects McLoughlin Blvd. From that point there is no safe way for a pedestrian or bicyclist to get to the downtown part of Milwaukie. To solve that problem I would like to add the construction of a footpath to the project utilizing the old Portland Traction Company right-of-way. This would mean the construction of about 1500 feet of path at an estimated total cost of about $7300. I have discussed this proposal with officials of both Clackamas County and the City of Milwaukie and both are in favor of it.

Bruce Boyd is presently negotiating with the Union Pacific Railroad for the use of this land. He has received information that they will approve the concept but has not received the formal paperwork as yet. Bruce tells me that he won't have the formal approval of the Railroad until after time for you to go to PS&E, which means that he won't be able to certify the right-of-way for the project at that time. He says he can get around that problem if we designate this work as "optional". I'm not sure what that means --- if you don't, perhaps you can discuss that point with Bruce.

As discussed earlier with you, we would like to include the items of work in the contract before the project is advertised. For your use in doing that, I have enclosed a copy of the typical cross sections of the path, together with our cost estimate and a vicinity map. This will also require changing the construction limits of the project to include this work. Our cross section showing the depth of base and surfacing is our best guess at that. Feel free to change those details if you like. Incidentally, we do not anticipate that there will be any motorized traffic on this path.

I apologize for the lateness of submitting this piece of work to you. I think the construction of the path is a reasonable addition to the contract and will appreciate your cooperation in getting it incorporated into the project. If you have any questions about it, you have my phone number.

ELH/cr
Enclosures
cc R. N. Bothman
Bruce Boyd
Don Shaffer
Roger Tryqstad

1 Versteeg ✓
2 Christensen DO2
George
Olsen
Turpin
3 Sullivan

RECEIVED
MAR 31 1978
ENGINEERING SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Retained Field data for Job file. F. Ericksen

3-28-78

JON ROSE SAYS TRI-MET WILL RELOCATE THEIR BUS SHELTERS AT TRI-MET EXPENSE.

OVERHEAD X-WALK LIGHTS AT GLEN'S MARKET NEAR MT. VIEW RETIREMENT HOME TO BE FURNISHED & INSTALLED BY CONTRACTOR.

BIKEWAY & OTHER SIGNING, STRIPING, & TRAFFIC MARKERS TO BE PERFORMED BY CO. FORCE ACCT. JUSTIFICATION & FORCE ORDER TO COMB.

R/W CERT. WILL BE SIGNED BY CO. COMM. THIS WEEK.

8737 3-28-78

## INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Typical Sections |
| 2A | Typical Sections & Details |
| 2B, 2C | Details |
| 2D | Temporary Protection & Direction Of Traffic |
| 2E | Pipe Data |
| 2F | Summary |
| 3 | Plan & Profile |
| 3A | Profile |
| 4-21 Incl | Plan & Profile |

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 29 1978
M
(Not included)
File: PM FA LG OP
TAA Baynollion
Follow up re requested design changes

STATE OF
STATE HIGHW
PLANS FOR PRO

# MILWAUKIE — G

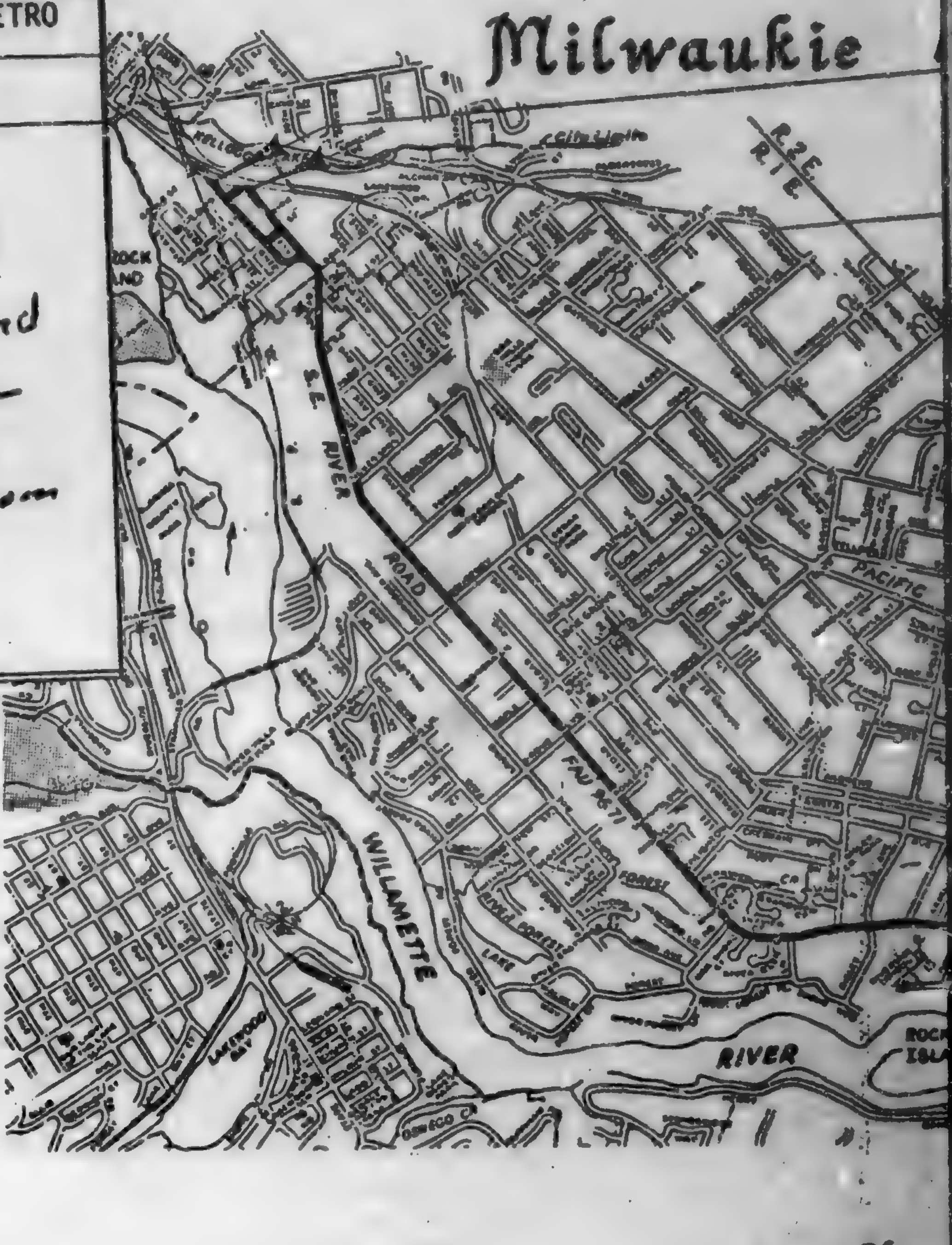
## FAU 9671 (S.

### CLACKAMA

| | |
|---|---|
| To: [redacted] | Date MARCH 28 |
| From: Jon Rose | , METRO |
| [redacted] Traffic | Region 1 |

Comments: As REQUESTED — Clackamas County has approved with some changes suggested and shown in red. Please take appropriate action.

Plans to Design Room
3-30-78 P
Returned 4-3-78 P


Milwaukie
R2E
R1E
ROCK ISLAND
S.E. RIVER ROAD
FAU 9671
WILLAMETTE
RIVER
PACIFIC
LAKEWOOD BAY
ROCK ISLA
T.1 S.
T.2 S.

APPROVED March 23 1978
BOARD OF COMMISSIONERS of Clackamas COUNTY
BY Ralph Groener COMMISSIONER
COMMISSIONER
COMMISSIONER

Sketc
Scale 0

8737 -23[illegible]1

## INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2 | Typical Sections |
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| 3 | Plan & Profile |
| 3A | Profile |
| 4-21 Incl. | Plan & Profile |

(Not Included)

STATE

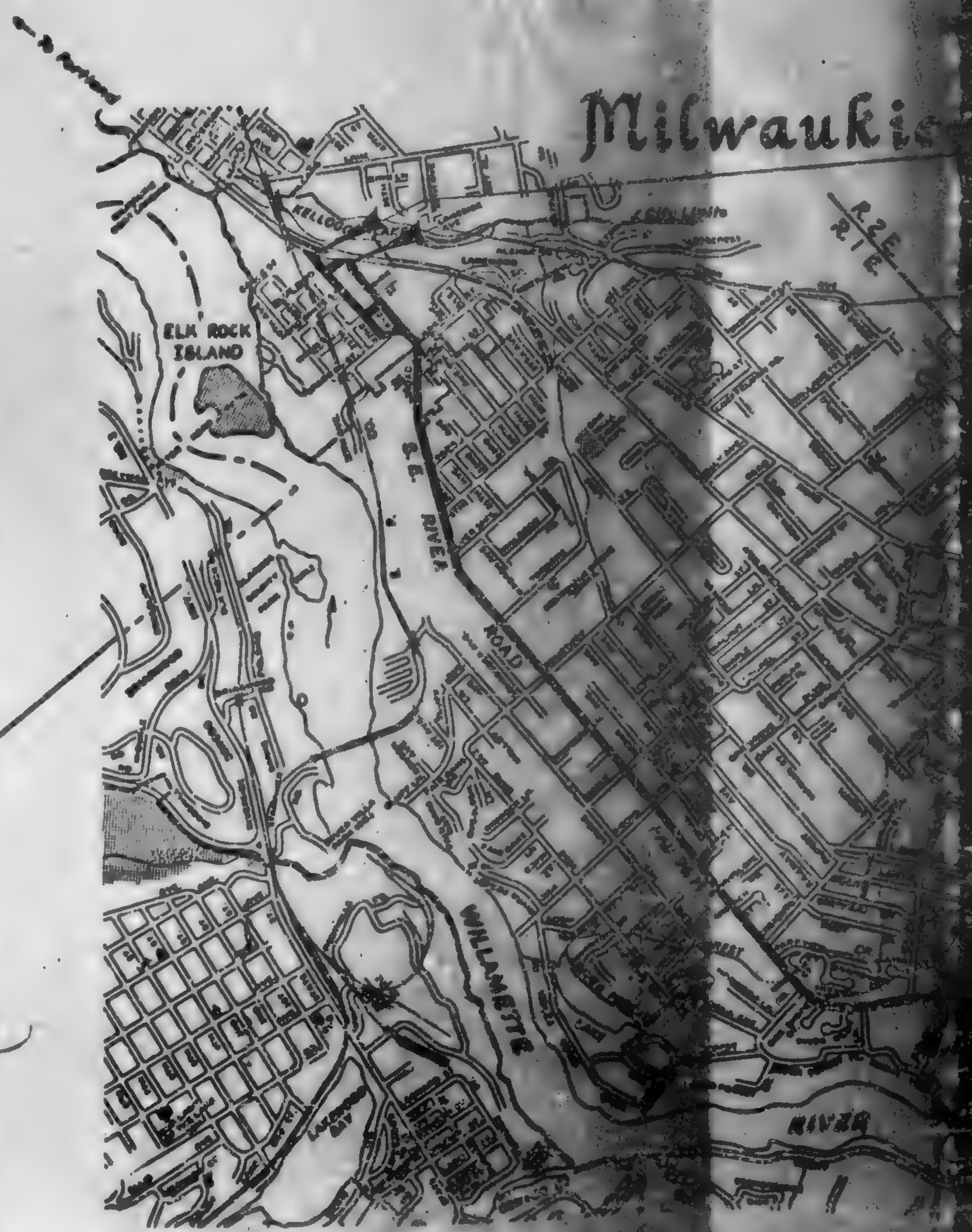
STATE HIG

PLANS FOR

# MILWAUKIE –

FAU 9671

CLACK


Milwaukie
ELK ROCK ISLAND
KELLOGG
S.E. RIVER ROAD
WILLAMETTE RIVER
RIVER
R.1E.
R.2E.
T.1S.
T.2S.

APPROVED March 23 1978

BOARD OF COMMISSIONERS of Clackamas COUNTY

BY Ralph Groener
COMMISSIONER

COMMISSIONER

COMMISSIONER

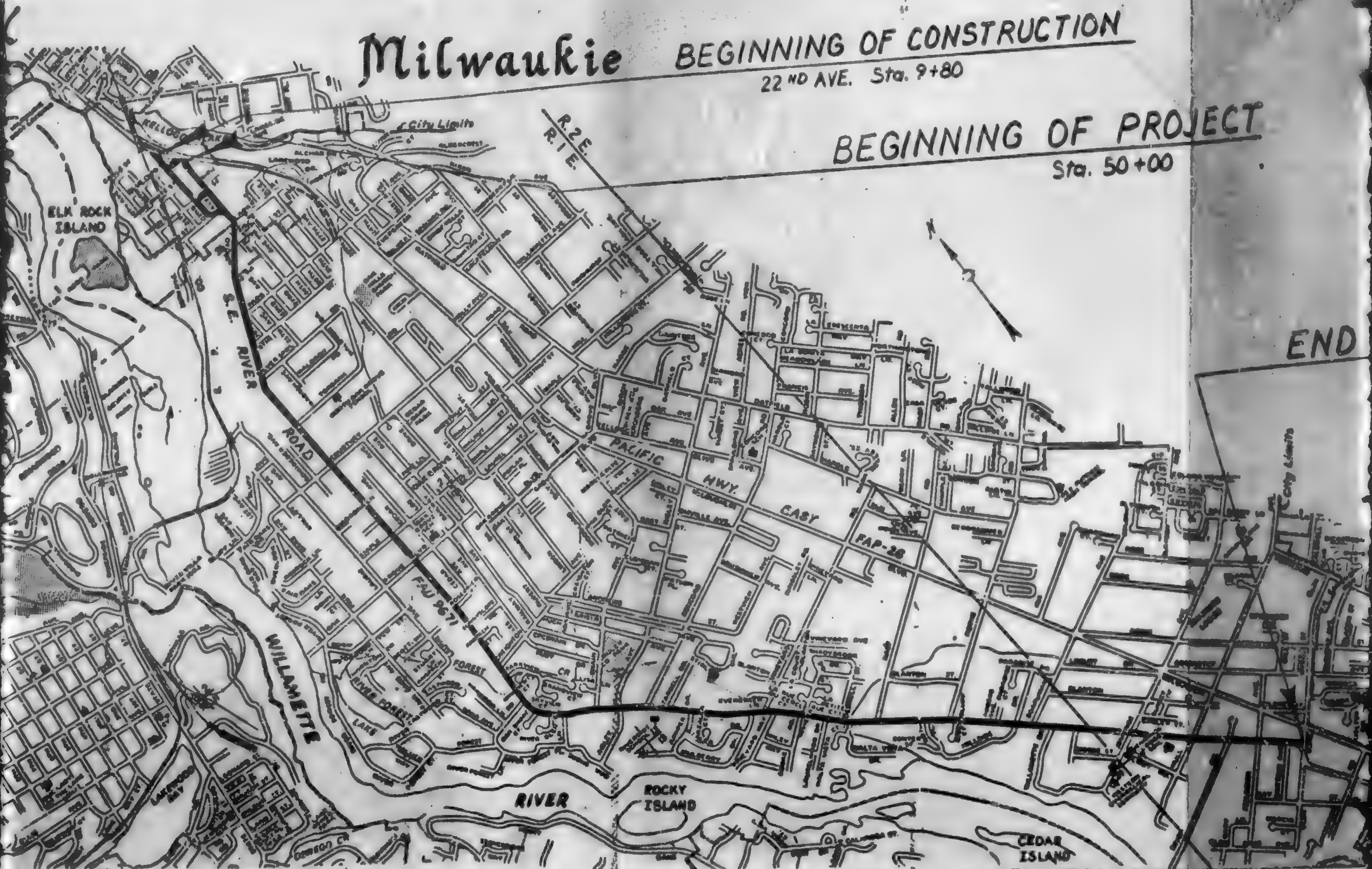
Correct as
noted in Red
WK

PRELIMINARY COPY
MAR 14 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ncluded)

STATE OF OREGON
# STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

# MILWAUKIE – GLADSTONE SEC.
## FAU 9671 (S.E. RIVER RD.)
## CLACKAMAS COUNTY


Milwaukie
BEGINNING OF CONSTRUCTION
22ND AVE. Sta. 9+80
BEGINNING OF PROJECT
Sta. 50+00
END
R2E
R1E
City Limits
ELK ROCK ISLAND
S.E. RIVER ROAD
FAU 9671
PACIFIC HWY. EAST FAP-26
WILLAMETTE RIVER
ROCKY ISLAND
CEDAR ISLAND
City Limits

Sketch Map
Scale 0 1000 2000 Feet

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTAT |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR |

Hildebrandt

| MILWAUKIE ~ GLADSTONE SEC.<br>FAU 9671 (S.E. RIVER RD.)<br>CLACKAMAS COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

FAU

OREGON

WAY DIVISION

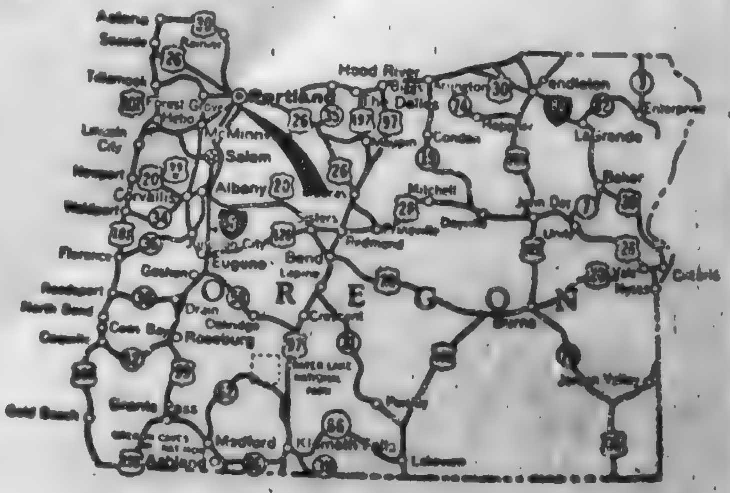
POSED PROJECT

PRELIMINARY COPY
MAR 14 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# GLADSTONE SEC.

## E. RIVER RD.)

## AS COUNTY

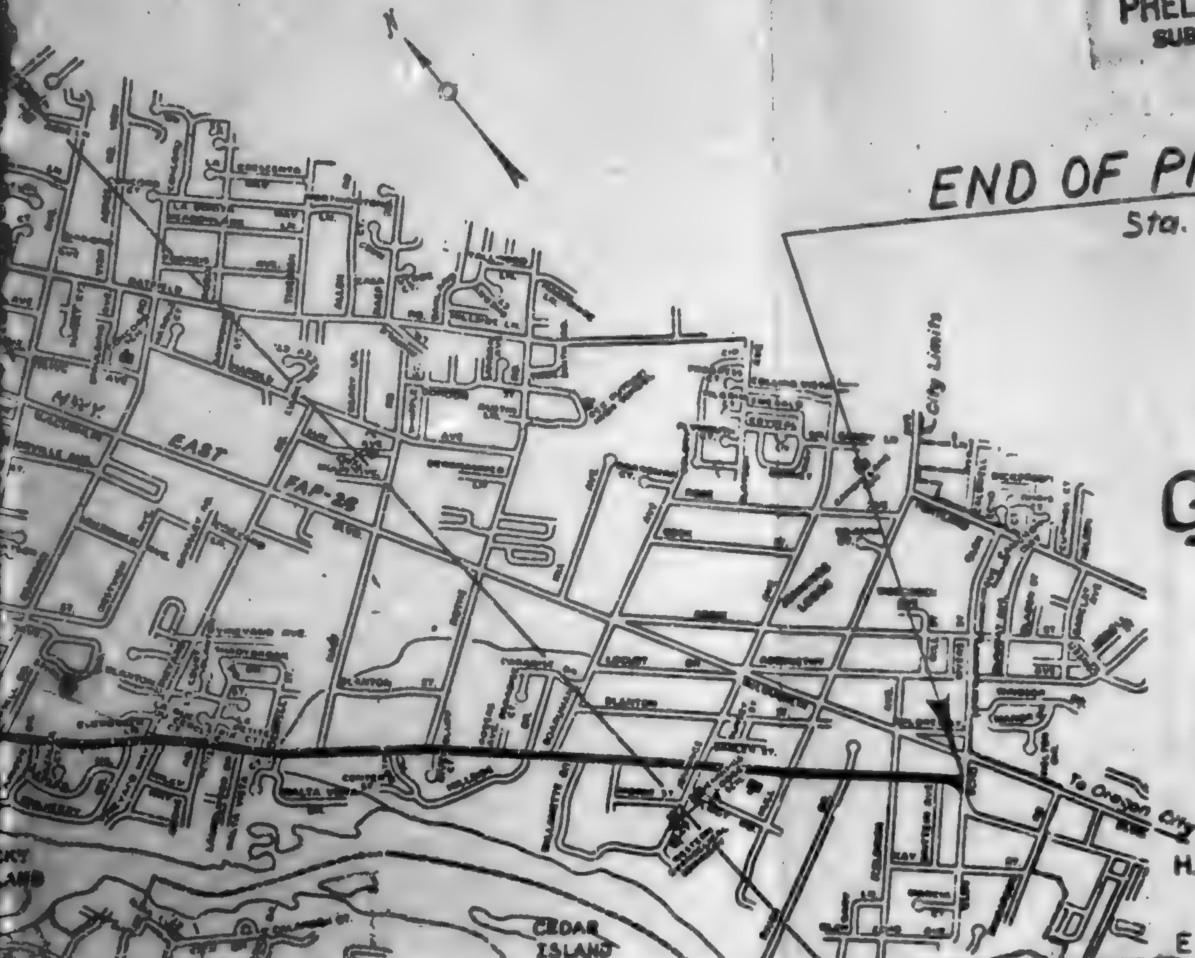


BEGINNING OF CONSTRUCTION
22ND AVE. Sta. 9+80

BEGINNING OF PROJECT
Sta. 50+00

PRELIMINARY COPY
SUBJECT TO CHANGE

END OF PROJECT
Sta. 286+52.96



Gladstone

Map
1000 2000 Feet

H. S. COULTER
OCT. 30, 1959

EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

| OREGON TRANSPORTATION COMMISSION | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER — DATE

8737

Clack.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: J. H. VERSTEEG, Head
Engineering Section

DATE: December 19, 1977

FROM: MAX J. KLOTZ
Technical Services Engineer

SUBJECT: [redacted]
FAU 0375 [redacted]
Prefix: 303-1933

Attached is a letter from Winston Kurth, Clackamas County Engineer advising their commitment to getting the subject project to contract as soon as possible.

Clackamas County is aware of the latest estimate and wishes to proceed with the project.

ja
Attachment
cc: D. O. Christiansen
E. L. Hardt
J. D. McClure
K. Rolfe

1 Versteeg ✓
ja copy Christiansen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
DEC 21 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-128-1387

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

December 12, 1977

Max Klotz
Department of Transportation
Metropolitan Section
P. O. Box 13160
Portland, Oregon 97213

Please be advised that Clackamas County is committed to improvement of River Road FAU 0375 from McLoughlin Boulevard to Glen Echo Way. It is hoped that bids can be called for in March of 1978.

Clackamas County is making a request to CRAG to modify the FAU Fund total to reflect an estimated total project cost of $1,156,000. This revision is a procedural matter and will be taken care of prior to the March award.

The County is in the process of acquiring right-of-way on this project and it is expected that acquisition will be completed by the latter part of January, 1978.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

8737

Clackamas

**STATE OF OREGO**
**DEPARTMENT OF TRANSPORTATION**

**INTEROF E MEMO**
Metropolitan Branch

**TO:** THE FILE

**DATE:** December 7, 1977

**FROM:** MAX J. KLOTZ
Technical Services Engineer

**SUBJECT:** Milwaukie-Gladstone Section
River Road
Clackamas County

On December 5th, final design engineer, Duane Christensen, called me to advise that the latest construction estimate for the subject section was $1,156,000. Duane was concerned because this is considerably over the $856,000 originally estimated and used for the CRAG TIP.

I contacted Winston Kurth, Clackamas County Engineer, by telephone and advised him of the latest estimate. Winston stated that he was not surprised at the estimate because several things had been added to the original job. He further stated that he wanted us to proceed with the design of the project in the same manner as we had been doing. Winston said he would provide me with a letter from the county requesting that we proceed with the project in spite of the estimated cost.

ja
cc: [redacted]
D. R. Adams
J. D. McClure
R. T. Ewen

Roy - copy, on [illegible]

REFERRED TO
Beard Dorn
Cole Sample
✓ Erikson FE Watson
Hager Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen DC ✓
George
Olson
Terpin
3 Sullivan JWS
Scott
Savage

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Action

61-125-1387

8737 8-31-77

# PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: 2nd St. (Milwaukie)-Glen Echo (Gladstone) Section, River Road, FAU 9671

Project Federal Aid Number: M-9671(1)

Applicant: Clackamas County

Contact: ______

Federal Aid Funds: FAS____ FAUS X Other____

Date Project Approved by Trans. Comm.: 7-27-76

State to: X Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Assessment indicated no R/W. Field survey has determined a need for R/W and easements.

Gary E. Zehner
Gary E. Zehner
County-City Unit

August 31, 1977
Date

cc: Right-of-Way Engineer
Metro ____ Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer
Environmental - Please review assessment.

m ✓

2/18/75

8737 9671

## PROGRAM MANAGEMENT OFFICE MEMO

Date 8-30-77

River Road

Subject 2nd St. (Milwaukie) - Glen Echo (Gladstone) File No.

Received (call) (visit) from

Address

Made (call) (visit) to Max Klotz Phone

Reason for contact and general discussion: Estimate is $1,138,000 now, $300,000 over original. No explanation in narrative report re: county approval of increase. Max Klotz says to proceed with design. Sent survey data to Location for submittal to Design. Narrative indicates R/W & easements required which is contrary to Assessment. Sent R/W notification and requested Environmental Section to review assessment.

Signature Gary E. Zehner

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8737 8-30-77

SURVEY DATA
REC'D. 8-30-77

# NARRATIVE REPORT

2nd St. (Milwaukie) - Arlington St. (Gladstone) Section
River Road FAU 9671
Clackamas County Prefix 303-1933
R. R. Cameron, August, 1977
Resident Engineer

The purpose of this project is to widen and overlay River Road for its entire length. The survey begins at Bluebird Street (formerly 2nd Street) in Milwaukie and ends at Arlington Street in Gladstone.

Due to added features which increased the estimated cost, Clackamas County terminated the project at Glen Echo Avenue. The area from Glen Echo Avenue to Arlington Street has been mapped, but this data is not being submitted.

The horizontal alignment was adjusted in some areas to keep slopes from going beyond the right-of-way line. Retaining walls are planned at four locations to retain cut or fill slopes.

No vertical alignment has been computed. A uniform overlay will provide a sufficiently smooth profile. One exception is at station 72+20± where the vertical alignment must be adjusted to cover an existing concrete vault.

The typical 40-foot pavement width with raised traffic markers and bikeways on the shoulder is varied as necessary to meet local conditions.

Improvement of Wren Street between River Road and 22nd Street is needed for traffic circulation so the one-way couplet of 22nd Street and River Road will function properly.

NOTED
R. T. EWEN

An existing sidewalk is to be used for bikeway in order to preserve on-street parking in front of Rose Villa (a home for senior citizens) and in front of Riverside School.

Sidewalk-type bikeways with a 28-foot curb-to-curb roadway section is planned for a cut section just south of Oak Grove Boulevard. This is necessary to keep cut slopes within the right-of-way and to match driveway grades.

The bikeway width is narrowed to 6 feet in some areas to keep slopes within the right-of-way and to avoid excessive damage to adjacent improvements.

A concrete sidewalk was added on the right from Jennings Avenue to Meldrum Avenue to provide a place for school children to walk.

Clearing and grubbing consists mostly of shrubbery and a few trees along the roadsides.

Excavation is light. North of Oak Grove Boulevard solid rock will be encountered, while south of Oak Grove Boulevard common material is predominate.

A complete drainage system for the project is not feasible and must await a projected area-wide storm sewer project. The drainage planned for the project merely provides for maintaining drainage conditions which are no worse than now exist. This requires new facilities in some areas to prevent a worsening of drainage conditions.

Special attention during construction is needed to preserve trees and shrubbery near the excavation limits. A 12-inch Madrona tree right of station 70+20 and a 6-inch Ginkgo tree right of station 231+60 are two particular trees which should be preserved. Clackamas County has requested that the Clackamas County Public Works Department be allowed to review clearing limits and trees to be cut one week prior to beginning of clearing work.

We have included bark mulch for slopes rather than seeding and mulching. Many residents whose front yards adjoin the project prefer to provide their own planting after the project is completed.

Clackamas County has agreed to provide an illuminated crosswalk marked by an overhead sign with dual amber flashing lights at Glen's market. This crosswalk is frequently used by senior citizens who live at the Willamette View Manor retirement home. Installation of the overhead crosswalk sign and flashing lights is to be part of the contract. Clackamas County is to arrange for illumination. Clackamas County also expects to do the permanent signing, striping and installation of traffic markers with their forces.

No right-of-way purchase was anticipated, but it was found necessary to acquire two small parcels in fee, and two easements. Clackamas County is to acquire the right-of-way.

The final soils and geology report has not been prepared. Determination of depth of drainage sumps remains to be done.

Agreements will be needed with Clackamas County and the City of Milwaukie.

mb/ja
ODOT

NOTED
R. T. EWEN

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET 1 OF 2 SHEETS

River Road overlay
(Milwaukie) McLoughlin Blvd. – Glen Echo
Clackamas County

Prefix: 303-1933
R.R. Cameron, Loc. Engr. July -7

## Cost Summary

| Section | Item | unit | Quantity | unit Price | Amount |
|---|---|---|---|---|---|
| 110 | 6% Mobilization | All |  | Lump Sum | 52,000. |
| 111 | 3% Temporary Protection & Direction of traffic | All |  | Lump Sum | 26,000. |
| 111 | Temporary Signs | Sq. Ft. | 300 | 6.00 | 1,800. |
| 111 | Flagging | Hrs. | 1000 | 17.00 | 17,000. |
| 201 | Clearing & Grubbing | All |  | Lump Sum | 10,000. |
| 202 | Removal of Structures & obstructions | All |  | Lump Sum | 2,000. |
| 202 | Removal of Culvert Pipes | L.F. | 1475 | 1.75 | 2,581. |
| 202 | Removal of Inlets | Each | 10 | 75.00 | 750. |
| 203 | General Excavation | C.Y. | 10,000 | 7.50 | 75,000. |
| 203 | Ditch Excavation | C.Y. | 230 | 5.00 | 1,150. |
| 206 | Trench Excavation | C.Y. | 2,358 | 8.00 | 18,864. |
| 233 | Watering | M-Gals | 500 | 6.00 | 3,000. |
| 251 | Structure Excavation | C.Y. | 574 | 8.00 | 4,592. |
| 301 | Plant Mix Bituminous Base Mixture | Ton | 13,020 | 8.00 | 104,160. |
| 301 | Asphalt Cement in Mixture | Ton | 716 | 73.00 | 52,268. |
| 305 | Plant Mix Aggregate Base | Ton | 13,693 | 6.00 | 82,158. |
| 403 | Class "C" Asphalt Concrete Mixture | Ton | 14,053 | 11.50 | 161,610 |
| 403 | Asphalt Cement in Mixture | Ton | 800 | 73.00 | 58,400. |
| 407 | Asphalt Tack Coat | Ton | 13 | 150.00 | 1,950. |
| 504 | Class "A" Concrete in Retaining Wall | C.Y. | 172 | 150.00 | 25,800. |
| 505 | Reinforcement " " " | lbs. | 12,000 | 0.35 | 4,200. |
| 603 | 12" Sewer Pipe | L.F. | 4,565 | 9.00 | 41,085. |
| 603 | 18" Sewer Pipe | L.F. | 1,035 | 13.75 | 14,231. |
| 603 | 12" Culvert Pipe | L.F. | 300 | 9.00 | 2,700. |
| 603 | Extra for Pipe under Pavement | L.F. | 1,244 | 8.00 | 9,95[illegible] |
| 604 | Concrete Manholes | Each | 8 | 800.00 | 6,400. |

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET ...... OF ...... SHEETS

River Road [illegible]
Proj: 303-1933

McLoughlin Blvd. – Glen Echo
Clackamas County

R.R. Cameron, Loc. Engr. July 1977

Cost Summary

| Section | Item | Unit | Quantity | Unit Price | Amount |
|---|---|---|---|---|---|
|  |  |  |  |  | 779,651. |
| lance | Brought Forward |  |  |  |  |
| 04 | Type "D" Conc. Inlet | Each | 1 | 450.00 | 450. |
| 04 | Type G-1 " " | Each | 39 | 400.00 | 15,600. |
| 04 | Concrete Sump | Each | 6 | 1500.00 | 9,000. |
| 07 | Chain Link Fence CL. 4 | L.F. | 320 | 4.00 | 1,280. |
| 08 | Sidewalk Ramps | Each | 4 | 250.00 | 1,000. |
| 08 | Concrete Sidewalks | S.Y. | 3,403 | 10.00 | 34,030. |
| 08 | Concrete Driveways | S.Y. | 50 | 12.00 | 600. |
| 09 | Type "C" Conc. Curbs | L.F. | 6,990 | 3.00 | 20,970. |
| 10 | Extra For A.C. Approaches | Each | 340 | 100.00 | 34,000. |
| 10 | Extra For A.C. Street Connections | Each | 63 | 250.00 | 15,750. |
| 61 | Traffic Crosswalk (Flashing Beacons | only | 1 | 5,000 | 5,000. |
| 51 | Mulching ( [illegible] ) | (7.5 C.Y.) Unit | 30 | 75.00 | 2250 |
|  |  |  | Sub – total | $ | 919,581. |
|  |  |  |  |  |  |
|  | Extra Work For Moving Mail Boxes | Each | 180 | 35.00 | 6,300. |
|  | Extra Work For Moving tri-Met Bus Shelters | Each | 3 | 500.00 | 1,500. |
|  | Extra Work For Placing Traffic Supervisors (Dagmars) | Each | 2220 | 10.00 | 22,000. |
|  |  |  | Sub – total |  | 949,381. |
|  |  | +20% Engr. & Contingencies |  |  | 188,619 |
|  |  |  | Total → | $ | 1,138,000. |

8737

Page 1

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 2nd St. (Milwaukie)- Arlington St. (Gladstone)
Highway: F.A.U. 9671 (River Road)
County: Clackamas
Prefix: 303-1933
Res. Engr: R. R. Cameron

Date March 29, 1977
Ten Year Traffic Coefficient 6.9
18 kip s.a. per day 29.0
R value 9
Frost Penetration - - - -
CBE Total Requirement 22.5"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 2.0" | A.C.W.S. (Cl. B or C) | 4.0 |
| 6.0" | A.C.B. (Cl. B or C) | 12.0 |
| 4.0" | A.B. | 4.0 |
| 12.0" | Immediate | 20.0" |
| 13.5" | Final | 23.0" |

PROJECT MANAGEMENT
MAR 31 '77
REFER TO
FOR

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| Info | Investigate | R/D | Action | File | Letter | See me |
|  |  |  |  |  |  |  |

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 2nd St. (Milwaukie)- Arlington St. (Gladstone)

Highway: F.A.U. 9671 (River Road)

County: Clackamas

Prefix: 303-1933

Res. Engr: R. R. Cameron

Date March 29, 1977

Ten Year Traffic Coefficient 6.9

18 kip s.a. per day 29.0

R value 9

Frost Penetration

CBE Total Requirement

STRUCTURAL SECTION
EXISTING ROADWAY
(Variable 23'-30')

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | |
| 2.0" | A.C.O.L. (Cl. B or C) | |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

8737

**OREGON STATE HIGHWAY DIVISION**

Form A-101—(11-71)
SP*67808-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

Request No. (assigned by staff engineer or head of section) cc-1684

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Address invoice to: Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Attention of Mr. John McIntyre, Director
Department of Public Works

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

$2,940.00

**Itemized Statement:** Advance Deposit for Preliminary Engineering

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for preliminary engineering on 2nd St. (Milwaukie)-Arlington St. (Gladstone) on River Road, FAU 9671. Covered by agreement dated 9/20/76 | | 2,240.00 |
| | | To be Retained | | $ 700.00 |
| | | Acct. Ref. CLACKAC 001432 APE | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,940.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 303-1933-297

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8737 10-15-76 8

## LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: M-9671(1)
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 71408

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO Rulien
FOR

| Info | Invest | R/D | D/R | Sup | Ad | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 10-15-76 | FAU 9671 | County Road |

GENERAL LOCATION:
"2nd St. (Milwaukie) - Arlington St. (Gladstone) Section"
County Rd. Junction SR 99E (Milwaukie) S E 5.3 miles.

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $41,800 - FF $35,840
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Authorization requested by Mr. Rulien's 9-30-76 memorandum.

It should be noted that only the PE phase of work is included in the CRAG TIP FY 1977 Annual Element and before construction can be authorized, it will have to be included in CRAG TIP Annual Element.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 10-15-76 | | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 197[illegible]

8737

*fans*

ROBERT W STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION** PRO 6-2

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 30, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71408
Project No. ~~M-9671(1)~~
2nd Ave. (Milwaukie)-Arlington St. (Gladstone) Sec.
~~Multnomah~~ County
*Clackamas.*

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of the preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $41,800 with an obligation of $35,840 in Federal Funds.

CL:bb

Enc.
cc: ~~E. L. Hardt (Region 1)~~
~~G. Zehner~~
D. E. Swan

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ DE
☑ DPE ☒ CE ☒ RE ☑ DPE ☐

NON- CY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

9-30-76

**FEDERAL-A**

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 69<br>Co.Rd., Jct. SR99E (Milwaukie), SE 5.3 mi. | **ADT** | PRESENT<br>6,000 | FUTURE (66) (70)<br>10,200 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62<br>P.E., Gr., Dr., H.T. Pave. | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | P (74) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME |
| 4 | NAME OF URBAN AREA 17-31<br>Portland | ROUTE NO. U |

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | ESTIMATED PROJ FEDERAL FUN |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (56) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 5.3 | 41,800 | 35,840 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST** (CODE) 6201 | | "2nd St. (Milwaukie)-Arlington St. (Gladstone) Section" | 5.3 | 830,200 | 712,310 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY C.L. | PROJECT TOTALS | 5.3 | 872,000 | 748,150 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

76

# FEDERAL-AID PROGRAM DATA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>6,000 | FUTURE<br>10,200 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W36 | ITEM NO.<br>71408 |

| | | | | | PROJECT NUMBER | | | I. Projects Only | |
|---|---|---|---|---|---|---|---|---|---|
| V AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S)<br>M- | NUMBER<br>9671(1) | SEQ. NO. | POST MI. | DESIG. |

| | | | | |
|---|---|---|---|---|
| COUNTY NAME | Clackamas | | CODE 005 | PROGRAM STAGE |
| ROUTE NO. U | FEDERAL-AID<br>9671 | STATE<br>Co.Rd. | U.S.<br>-- | ☐ 1 OR ☐ 2 |

| | ESTIMATED PROJECT COST BY PHASES | | | | |
|---|---|---|---|---|---|
| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK<br>*(Full description)* |
| 5.3 | 41,800 | 35,840 | 2,980 | 2,980 (Co.) | |
| | | | | | |
| 5.3 | 830,200 | 712,310 | 58,945 | 58,945 (Co.) | ROW-60' normal;<br>Access Control-none;<br>Parking Restrictions-none. |
| 5.3 | 872,000 | 748,150 | 61,925 | 61,925 (Co.) | |

REMARKS

This project is in the CRAG TIP.

-OVER-

## 2ND ST. (MILWAUKIE)-ARLINGTON ST. (GLADSTONE) SECTION
## PROJECT NO. M-9671(1)

Existing Facility: 22 to 25-foot A.C. surface with 2 to 10-foot gravel shoulders.

Adjacent Sections:

N. End -- Jct. with SR99E (McLoughlin Blvd.), FAP 26.
S. End -- Jct. with SR99E (McLoughlin Blvd.), FAP 26.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces.

2. Grade, drain and high-type pavement necessary to widen the existing facility to provide for two 12-foot travel lanes with 8-foot shoulders and a pedestrian/bikeway. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 3, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings -- Not required Under Oregon Action Plan.
b. Location/Design -- Not a factor in the development of this project.

NOTE:

1. This project is in Congressional District No. 3.

2. On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

8737

9

September 22, 1976

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR  97045

MISC. CONTRACTS and
AGREEMENTS No. 5763

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering improvement of the Milwaukie-Gladstone Section of River Road (FAU 9671).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc      Don Harwell ([illegible]e. att.)

AD 233 FAUS

**TRANSMITTAL SLIP** DATE 8-13-76

8737

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & W
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESH
[✓ REGION 1]

ATTENTION: Jon Rose

FROM: GARY ZEHNER

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☒ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Please secure necessary signatures on attached agreements and return blue-backed copies. Obtain $2940 adv. dep. and submit ~~AD 233~~ to FINANCE W/AD 233 attached.
GEZ

FORM 81-734-3100

e Highway Division

OF ADVANCE DEPOSI

| ACCOUNTING ONLY | |
|---|---|
| Reference | |
| Invoice No. | |
| Date Recd. | |

oject Region 1

978

an System Project

, etc.) M-9671(-)

ubmitted by Responsible Section -

ompletion (3) ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -

Construction Prefix ______ PE Prefix ______

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C

(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

CARD 2

Remarks Milwaukie-Gladstone Section, River Road, FAU 9671

Prepared by Gary E. Zehner Date 8/13/76
Gary E. Zehner

---

NOTICE OF ADVANCE DEPOSIT RECEIVED AD 233

To: County-City Unit

☐ ENGR. ☐ ASST. ☑ QE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

| ACCOUNTING ONLY | |
|---|---|
| Reference | |
| Invoice No. | |
| Date Recd. | |
| Deposit Amt. | |

Depositor Clackamas County

Remarks P.E. Advance Deposit for River Road
Urban System Project M-9671(-)

Received by ______

Form 81-734-1382

8737

FAUS

**STATE OF OREGON** **INTEROFFICE MEMO** PRO 4-3

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: August 9, 1976

FROM: L. H. [illegible]
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
McLoughlin Blvd. @ 2nd St. to
McLoughlin Blvd. @ Arlington St.
River Road
Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-11-76

BLG:ljt
Attach.

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2b : J. D. McClure
Region 1 Geologist: Dan Gano
METRO: R. N. Bothman

RECEIVED
COUNTY & CITY SECTION
AUG 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ RE
☑ DPE ☒ CE ☐ RE ☐ RPE ☐

81-125-1307

Form FHWA 121 (Rev. 5-73)

(2

UNITED STATES GOVERNMENT

**Memorandum**

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: August 3, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project M-0375(-)
McLoughlin Blvd. @ 2nd St. to
McLoughlin Blvd. @ Arlington St.
Project Assessment CLACK. CO.

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 22, 1976 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappas
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Craig Markham, Reg Env)

PROJECT MANAGEMENT
AUG -9 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File

AUG 9 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY
3 PROJECT
non-major
M-9671(-)

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Section McLoughlin Blvd. at 2nd St. to McLoughlin Blvd. at Arlington St.
County Clackamas
Highway River Road (FAU 0375)
Termini: M.P.(if appl)
Region One

Date July 15, 1976
Unit (if appl)
City
State Hwy. No.
Length 5.3 miles
Construction Estimate $837,000
Program Amount

---

### B. Purpose of Project:

To improve transportation safety and comfort by upgrading the existing roadbed and adding a pedestrian-bicycle way in shoulder.

---

### C. Origin & History of Project:

Need for safety improvement recognized by Clackamas County Public Works Department forces. FAU funds available. River Road was the original north-south arterial along the east side of the Willamette River, but McLoughlin was constructed later to provide a higher capacity route.

---

### General Description of Project:

Widens existing two lanes & resurfaces; bikeway separated by shoulder stripe; all work within existing right of way.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. -- ; Shldrs Gravel ; Parking [illegible]

Proposed: No. Lanes 2 ; Med. -- ; Shldrs Paved ; Parking [illegible]

Traffic: Existing Facility: Existing ADT 6000 ; Projected ADT ____ ; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_______

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): None

Brief Description of River or Stream and Type of Involvement, if any: None

Local City, County or COG priorities of project: PE is included in the FY 76 annual element in the TIP.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): None.

Other Descriptive Information or Comments:
Present R/W is 60 ft. wide (minimum).

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

Topography is rolling. Much of the vegetation consists of residential plantings of trees and shrubs. There are several wooded areas with mixed hardwoods and conifers. River Road generally parallels the Willamette River and crosses only minor creeks, which pass beneath the highway through culverts.

2. Cultural:

This suburban area is occupied primarily by single family residential neighborhoods. There is a concentration of multiplexes, apartment buildings and two nursing/convalescent centers between the River and River Road at the north end of the project. Small commercial concentrations exist at the north intersection with McLoughlin Blvd. and at the intersection with SE Oak Grove Blvd. The south end of the project has considerable spillover development from the nearby commercial strip on McLoughlin Blvd. Two public schools are located on River Road, and a third is located one block east on SE Oak Grove Blvd.

Power lines (PGE) are located along the west shoulder; phone lines (PNWB) are located along the east shoulder. The Oaklodge water district and the sewer and water districts of Clackamas and Milwaukie have lines along River Road.

Tri-Met line #34 makes 36 round trips per day on River Road, enroute between Portland and Oregon City.

8. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

The project will have no direct impact on existing traffic patterns.

Some detouring and congestion is likely during construction.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

No significant impacts.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impacts.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

It appears that many of the residents have landscaped portions of the R/W fronting on their properties. Some of this will be removed during the project.

Consequences:

Reduced visual screening between the highway and some of the residences.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflict

b. Noise Standards

This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 773 will be required.

c. Water Quality Standards

No conflicts.

d. Area Land Use and Transportation Plans, and Zoning

The improvement is included in the CRAG TIP and is consistent with the intensity of existing residential uses.

---

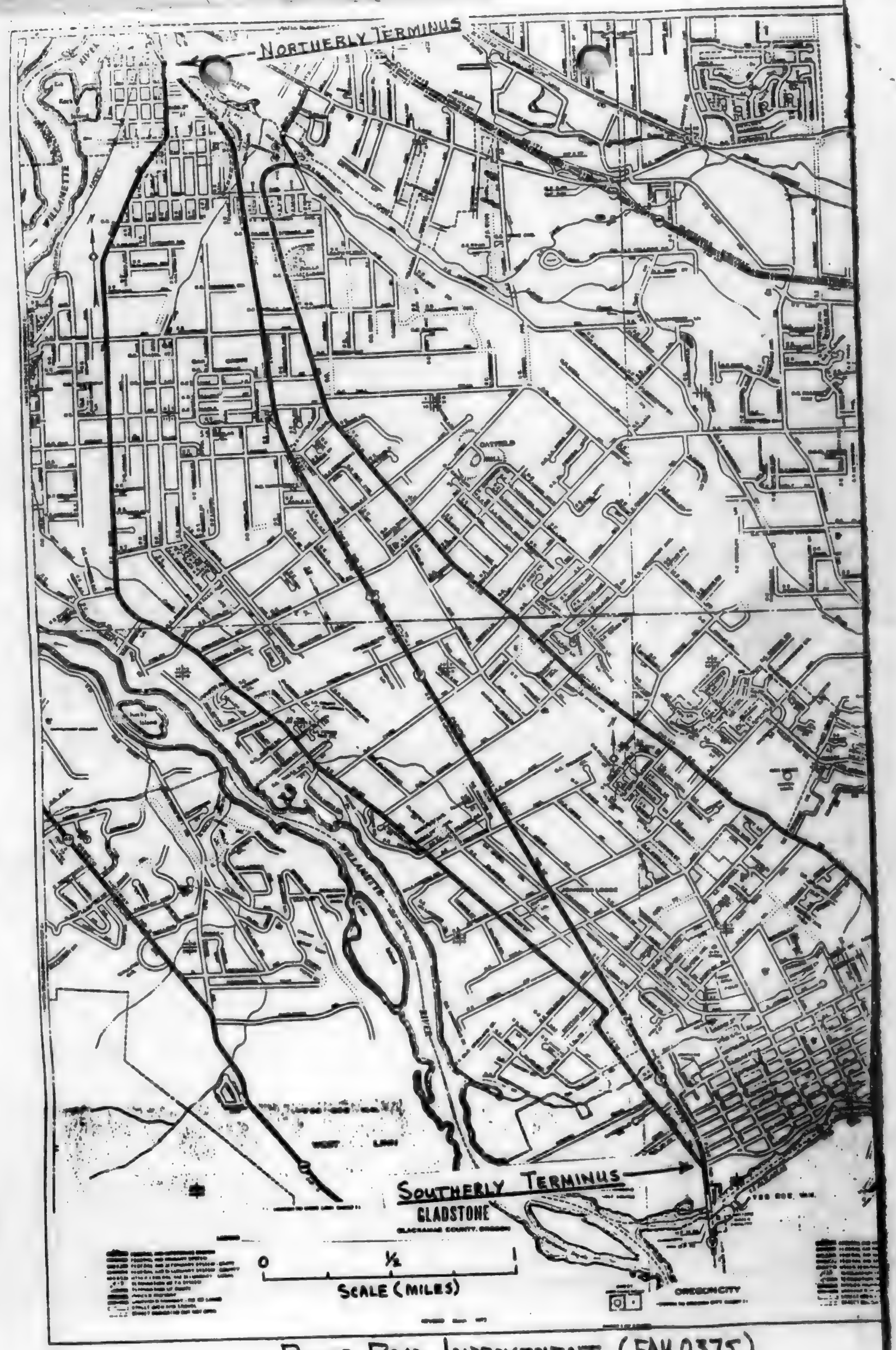
C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------------------ | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | XX ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


NORTHERLY TERMINUS
SOUTHERLY TERMINUS
GLADSTONE
CLACKAMAS COUNTY, OREGON
WEST LINN
WILLAMETTE
OREGON CITY
0
½
1
SCALE (MILES)

.RIVER ROAD IMPROVEMENT (FAU 0375)

fau

**TRANSMITTAL SLIP** DATE 8-5-76

8737

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIA
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
FSHD
[✓ REGION] Ø

ATTENTION: Jon Rose

FROM: Gary Zehner

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☑ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Please forward agreements to County for signature and return for further processing. Request 4620 Adv Dep. & when rec'd. attach AD 233 & Submit to Finance. GEZ

FORM 81-734-3100 SP*10283-734

---

ighway Division

AD 233

F ADVANCE DEPOSIT

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

ect Region 1

8

System Project

etc.) M-9671(-)

omitted by Responsible Section -
npletion (3) ☐ Other

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -

Construction Prefix
(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C

PE Prefix
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks 2nd St. (Milwaukie)-Arlington St. (Gladstone) Section
River Road, FAU 9671

Prepared by Gary E. Zehner Date 8-5-76
Gary E. Zehner

## NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor Clackamas County

Remarks P.E. Advance Deposit for River Road
Urban System Project M-9671(-)

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Received by

Form 81-734-1382

8737

8

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: August 3, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project M-0375(-)
McLoughlin Blvd. @ 2nd St. to
McLoughlin Blvd. @ Arlington St.
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 22, 1976 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Craig Markham, Reg Env)

RECEIVED
STATE HWY. ENGINEER
AUG 9 '76
REFER TO Rulien
FOR
☐ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

8737

2

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: July 19, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
JUL 27 1976
11 d

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the July 27 meeting will be five requests for approval of Urban System projects.

The City of LaGrande is requesting a $172,000 project to widen and improve Cove Avenue and Portland Street.

A $480,000 project to construct a four-lane section on Halsey Street is being requested by the City of Portland.

The City of Tualatin is requesting a $76,000 preliminary engineering project to prepare final plans for construction of a four-lane section on 65th Avenue and Nyberg Road.

Clackamas County submitted two project requests. One is a $42,000 paving project on King Road. The other is a $837,000 project to widen and improve a 5.3-mile section of River Road between Milwaukie and Gladstone.

Federal Urban System funds for these projects is estimated at $1,253,460 with the State providing approximately $176,770 in match funds and an equal amount being contributed by the involved local unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. E. Schwartz

E. L. Hardt
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

GEZ:sch ia

Form 81-734-3123

CLACKAMAS COUNTY
Proposed Urban System Project

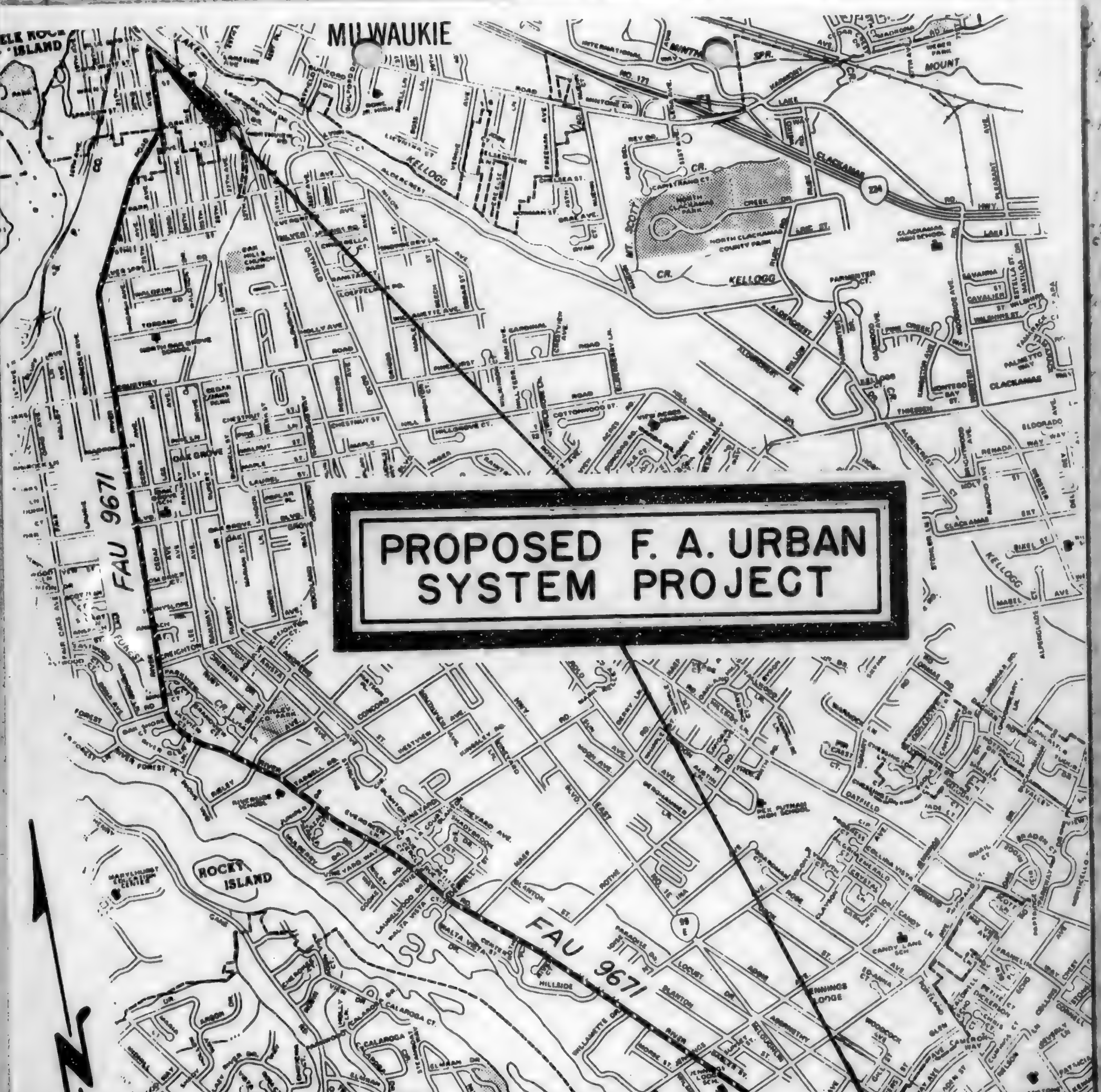
2nd St. (Milwaukie)-Arlington St. (Gladstone) Section
River Road, FAU 9671
Grade, Drain and Pave
5.3 miles
$837,000

This project entails all the necessary work and costs to widen and improve River Road between Milwaukie and Gladstone.

Perform necessary engineering.

Provide necessary striping.

76-g
7/14/76


ELK ROCK ISLAND
MILWAUKIE
KELLOGG
NORTH CLACKAMAS COUNTY PARK
CLACKAMAS
OAK GROVE
FAU 9671
ROCKY ISLAND
FAU 9671
CEDAR ISLAND
RIVER
MARY S. YOUNG STATE PARK
GLADSTONE

PROPOSED F. A. URBAN SYSTEM PROJECT

[illegible] (Rev. 9-71) 8737

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Milwaukie to Gladstone

Highway River Road

County Clackamas

Date June 22, 1976

Authorization No. 1

Survey Prefix ........ (Assigned by Salem office)

Description of termini, route, length, etc.:

The north terminus is at the intersection of River Road and McLoughlin Blvd. in Milwaukie. Thence southerly along River Road to McLoughlin Blvd. in Gladstone. Total length of 5.5 miles.

Purpose of survey:

To prepare plans, specifications and estimate for overlay and bicycle-pedestrian way.

RECEIVED
COUNTY & CITY SECTION
JUN 2 0 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ NPE ☐

Estimate of cost:

| | | |
|---|---|---|
| Resident Engineer | 901 | 30,000 |
| Citizen Participation | 902 | 200 |
| Soils & Geology | 910 | 1,500 |
| Utility liaison | 914 | 200 |

Total estimated cost of survey . . . . . . $........

Previous authorization . . . . . . ........

Additional authorization requested . . . . ........

Additional authorization approved (Salem) . ........

Total all authorizations approved (Salem) . . ........

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R R Cameron
R. R. Cameron
Field Engineer

Recommended for Approval:

........ Regional Engineer

Recommended for Approval:

........ Location Engineer

Approved:

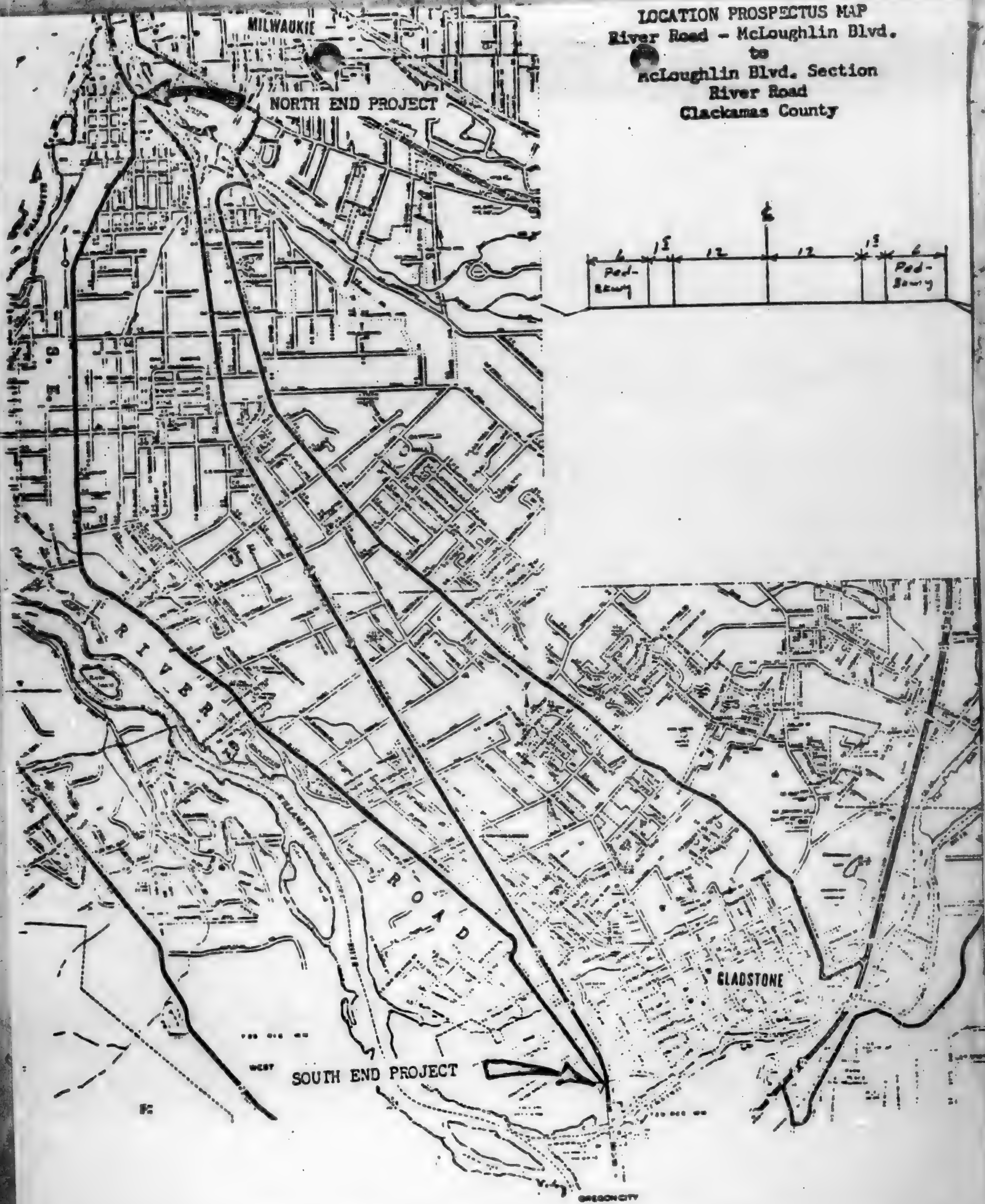
........ Assistant State Highway Engineer

# LOCATION PROSPECTUS
## River Road - McLoughlin Blvd. to McLoughlin Blvd. Section
## River Road
## Clackamas County

| | |
|---|---|
| Route Name: | River Road; FAU No. 0375 |
| Termini: | The northerly terminus is at the intersection of River Road and McLoughlin Blvd. in Milwaukie. The southerly terminus is at the intersection of River Road and McLoughlin Blvd. in Gladstone. |
| Length: | 5.5 miles |
| Narrative: | This will be a location survey to prepare plans, specifications and estimates for an AC overlay and pedestrian-bicycle way. Routine soils investigations will be conducted. No special drainage problems anticipated. |
| Characteristics: | Present ADT is 6,000; no change anticipated in existing horizontal or vertical alignment. |
| Typical Section: | Two 12 foot travel lanes; minimum 6 foot paved shoulders to be utilized as pedestrian-bicycle ways. |
| Access: | Uncontrolled access and parking. |
| Surfacing: | Approximately 2 inch AC pavement overlay. |
| Material: | Available at local commercial sources. |
| Additional Facilities: | No railroad or major stream crossings encountered. |
| Utilities: | Few routine adjustments to utilities anticipated. |
| Agreements: | Agreements with Clackamas County and the cities of Milwaukie and Gladstone may be required. |
| Parks: | No parks affected. |

RECEIVED
COUNTY & CITY SECTION
JUN 20 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

## LOCATION PROSPECTUS MAP
River Road - McLoughlin Blvd.
to
McLoughlin Blvd. Section
River Road
Clackamas County


MILWAUKIE
NORTH END PROJECT
℄
6
1½
12
12
1½
6
Ped-Bkwy
Ped-Bkwy
RIVER
ROAD
GLADSTONE
SOUTH END PROJECT
WEST
OREGON CITY

9737

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 22, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

SUBJECT: FAU Request
River Road
Clackamas County

TO: GEORGE HOPKINS
Project Development Engineer

Here is a submittal from Clackamas County proposing to improve approximately five and one quarter miles of River Road between Milwaukie and Gladstone. Although not mentioned on the project request, it is the County's desire that the State perform preliminary engineering. Included were a project summary sheet from the FY 77 annual element of the CRAG TIP, a Federal Aid Urban System project request form, a Project Environmental Assessment, and a sketch map. The Environmental Assessment is being held at Region for review by Region Environmentalist Craig Markham, and the rest of the package forwarded for your processing. The Assessment will be sent directly to the environmental unit following review.

RWF/gw

Attachment

PE in Transition Quarter?

RECEIVED
COUNTY & CITY SECTION
JUN 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☑ CE ☐ RE ☐ RPE ☐

[illegible]
JUN 23 '76
H
FOR
Info ☐ Investigate ☐ R/D ☐ Action ✓ File ☐ Letter ☐

PUBLIC WORKS
DEPARTMENT OF
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 17, 1976

OE RE RME RCE FAE
TE RECEIVED RSM
UE JUN 18 1976 RSC
SO REGION 1 RBI
ENV

Mr. Ed Hardt
Region Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTN: Mr. Jon Rose

Enclosed please find a project request on the River Road Improvement project for Federal Aid Urban funds to complete preliminary engineering. The preliminary engineering for River Road has been included in the FY76 annual element in the Transportation Improvement Program.

Please review and forward to City-County for processing. If any additional information is required do not hesitate to call.

WINSTON W. KURTH - County Engineer

By Bernard L Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encl.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

## TRANSPORTATION IMPROVEMENT PROGRAM

## PROJECT SUMMARY

APPLICANT AGENCY CLACKAMAS COUNTY

ROUTE NAME River Road FAU NO. 0375

PROJECT TITLE River Road Improvement Project

PROJECT LENGTH 28,000 Ft. 5.3 Mile PROJECT LOCATION T.1S., R.1E., Sec. 35 to T.2S., R.2E., Sec. 19.

PROJECT DESCRIPTION Upgrade existing roadway surface; improve drainage; provide Bicycle-Pedestrian way.

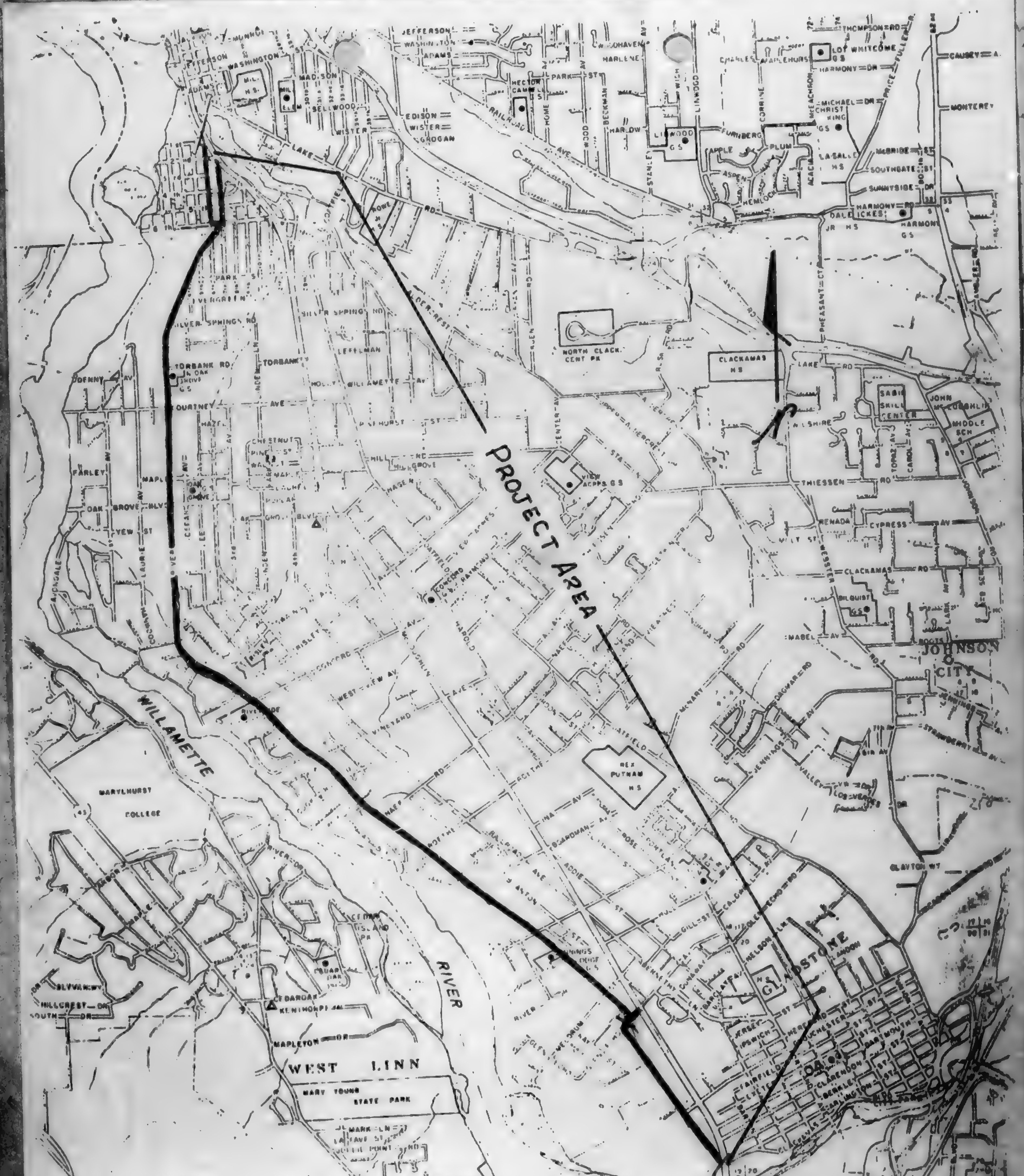
### APPLICANT'S ESTIMATE OF PROJECT COST

| | |
|---|---|
| ROADWAY WORK | $ 789,800.00 |
| RIGHT OF WAY | 00.00 |
| TRAFFIC CONTROL | 5,400.00 |
| ILLUMINATION | 00.00 |
| STRUCTURES | 00.00 |
| RAILROAD | 00.00 |
| OTHER | 00.00 |
| PRELIMINARY ENGINEERING | 41,800.00 |
| TOTAL | $ 837,000.00 |

### SCHEDULE AND FUNDING PLAN

| | FY 76-77 | FY | FY | FY | FY | TOTAL |
|---|---|---|---|---|---|---|
| TOTAL | $ | | | | | |
| FHWA | $ 652,860.00 | | | | | $652,860.00 |
| UMTA | $ | | | | | |
| STATE | $ 92,070.00 | | | | | 92,070.00 |
| LOCAL | $ 92,070.00 | | | | | 92,070.00 |
| STATE BOND | $ | | | | | |
| TOTAL: | $ 837,000.00 | | | | | $837,000.00 |

LOCATION:


PROJECT AREA
WILLAMETTE
RIVER
WEST LINN
MARYLHURST COLLEGE
MARY YOUNG STATE PARK
JOHNSON CITY
GLADSTONE
REX PUTNAM HS
NORTH CLACK. CENT PK
CLACKAMAS HS
LINWOOD GS
LOT WHITCOMB GS
CHRIST KING GS
LA SALLE HS
DALE ICKES JR HS
HARMONY GS
JOHN MCLOUGHLIN MIDDLE SCH
BILQUIST GS
VIEW ACRES GS
OAK GROVE
CEDAROAK
CLACKAMETTE PK
JEFFERSON
WASHINGTON
MADISON
SELLWOOD
LAKE RD
SILVER SPRINGS RD
TORBANK RD
OAK GROVE BLVD
CONCORD
RIVER RD
THIESSEN RD
CLACKAMAS RD
WEBSTER RD
JENNINGS
HOLLY
LEFFLMAN
ADDIE
CLAYTON ST
MAPLETON DR
HILLCREST DR
ROSEMONT
MONTEREY
CAUSEY
HARMONY DR
SUNNYSIDE
MCBRIDE ST
SOUTHGATE ST

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 16, 1975

Applicant Agency Clackamas County

Federal Aid System Route No. FAU 0375 Route Name River Road

Project Name River Road - McLoughlin Blvd. to McLoughlin Blvd.

Project Length 28,000 feet Project Location (Attached sketch map)

Project Description Up grade existing roadway surface; improve drainage; provide Bicycle-Pedestrian Way .

Average Daily Traffic 6000 Design Speed 35 mph

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22'to25' Travel Lanes 2 Shoulders 2' - 10'

Medians None Parking No restrictions

Sidewalks None

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' Travel Lanes 2 - 12' Shoulders

Medians None Parking No restriction

Curbed No Length Curb Radii

Sidewalk/Bikeway Pedestrian - Bike Way

Other

FOOTNOTES:

Description of Proposed Roadway Work 2" AC pavement overlay upgrade existing drainage; install inlets and drains at various locations provide pedestrian - Bicycle Way

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Does not apply

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? In project

## IV. ILLUMINATION DATA

1. Present Illumination and Location: Limited-various locations along route.

2. Proposed Illumination:

Location None

Type

## V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Size

To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? Not at present

Are there any unusual or complicating conditions? No

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered? Does not apply

## VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 789,800.00 |
| Right-of-Way Costs (If participating) | 0 |
| Traffic Control | 5,400.00 |
| Illumination | 0 |
| Structures | 0 |
| Railroad | 0 |
| Other | 0 |
| Preliminary Engineering | 41,800.00 |
| PROJECT TOTAL | $ 837,000.00 |

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

County

City of

By

By

Thomas D Welford

8737

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 16, 1975

## A. PROJECT IDENTIFICATION

Name of Project River Road - McLoughlin Blvd. to McLoughlin Blvd. (Section)

Location of Project River Road (Highway Name) (Highway No., US - ORE)

Gladstone- Milwaukie (City) Clackamas (County) I (Region)

Program Federal Aid Urban (Funding) $837,000.00 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety by upgrading the existing roadbed and installing a Pedestrian-Bicycle Way

Origin and History: Need for safety improvement recognized by Public Works forces Funding available from Federal Aid Urban funds.

## C. DESCRIPTION OF PROJECT

Length 28,000 feet

Termini South:McLoughlin Blvd (In Gladstone )

North:McLoughlin Blvd.(In Milwaukie)

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Single and multi-family residential and a few small businesses.

Typical Section 2 12' travel lanes with paved shoulders to be utilized as Pedestrian-Bicycle Ways.

Structures None

Characteristics (ADT) Average daily traffic is approximately 6000 vehicles per day.

Other General Information (or Supplemental information to items) None

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None at present

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Topography is flat to rolling - flora consists of residential plantings and some areas wooded with evergreen and deciduous trees. Water and drainage features will not be effected appreciably.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use consists of single and multifamily residential - noise and air quality not likely to be affected utilities exist above and below ground and consist of power (PGE) communications (PNWB) Gas (NWNG) Water and Sewer (Oaklodge,City of Gladstone and City of Milwaukie) . The porject will not significantly change traffic patterns or access.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: None at present

Consequences:

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: None

7. Potential for Controversial Issues: In convenience to traffic caused by as yet unplanned work schedules or methods.

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

8738 Molalla River State Park 1978
north of Canby
(Grading, paving & facilities)

8738

8

June 20, 1979

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

A post-final payment for $9,200 will be made to Willamette-Western Corporation on Contract No. 8738 for the Molalla River State Park in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $164,359.25 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Mead
COMMISSION SERVICES

kkr

cc: Willamette-Western Corporation
P. O. Box 3320
Portland, OR 97208

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Ed Hardt

8738

8

June 11, 1979

Sub contractor called
Don't like this. — Unhappy w/13 days
liquidated damages!
Bryant Farland discussed
with him. HSc

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Gentlemen:

Molalla River State Park
Contract No. 8738

Your request for time extension on the above project has been received and carefully reviewed. The specified completion time of this project is hereby revised to March 2, 1979, leaving 13 days of liquidated damages.

Additional time was granted due to late delivery from the "sole source of supply" of the water closets specified under this contract. Consideration was also given to the State's delay in obtaining the toilet building Building Permit; however, this time ran concurrent with the water closet delay. No time was granted for late delivery of glue-lam beams or toilet partitions, since these items are within the control of and with the responsibility of the contractor.

Should you have additional questions in this matter, please contact the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: C. T. Keasey
Ed Hardt
Willard Hoffman
Bob Church
John Hollingsworth
Richard Hacek

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5 #8738

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June [illegible] 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Molalla River State Park
Contract No. 8738

TO: H. S. Coulter
State Highway Engineer

The contractor on the above project has requested an extension of 107 calendar days. Pertinent contract dates are as follows:

| | |
|---|---|
| Date of award | May 30, 1978 |
| Preconstruction conference | July 27, 1978 |
| Work began | August 1, 1978 |
| Specified completion date | November 30, 1978 |
| Actual completion date | March 15, 1979 |
| Excess time used | 105 calendar days |

The contractor, Willamette-Western, bases their request on a delay by the State in obtaining the required building permit, a delay in receiving toilet partitions, a delay in receiving glue-lam beams and a delay in receiving water closets.

The State did, in fact, delay the commencing of work on the toilet building by 20 calendar days by not promptly obtaining the required building permit. The contractor was allowed to commence work on the roadway and parking lot construction. The delay in obtaining the building permit is a bona fide delay beyond the control of the contractor and this time should be returned to him. However, this time runs concurrent with the time required to obtain the water closets and which will be discussed later.

Delays incurred by the contractor in obtaining glue-lam beams and toilet partitions were delays occasioned by suppliers late deliveries and hence are not reasons for time extension and no time should be granted for these reasons.

The water closets specified in this contract are from a "sole source of supply". Prior to placing his order, the subcontractor received an indication of a delivery date of approximately eight weeks. Prior to bidding of this contract, our Parks Design Unit received a similar indication on material availability. In fact, as it turned out, this delivery time could not be met and the water closets were not delivered to the project until February 27, 1979. The Resident Engineer estimates three calendar days were required to install the water closets. This is an excusable delay and the time should be returned to the contractor. Therefore, the specified completion date should be revised to March 2, 1979. This will leave 13 days liquidated damages on this project.

This is a HCRS project and FHWA concurrence will not be required. A rough draft letter to the contractor is enclosed.

OBJ:fr

Enc.

cc: Ed Hardt
W. E. Hoffman

RECEIVED
STATE HWY ENGR
JUN 8 '79
REFER TO
FOR

Form 81-734-3320

**OREGON STATE HIGHWAY DIVISION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Division**
**Salem, Oregon**

Date Feb. 23, 1979

Gentlemen:

184 We, the undersigned, respectfully request an increase in the number of workdays from ~~136~~ days to ~~165~~ 206 days, within which to complete our Contract No. 8738, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached cover letter.

Respectfully submitted,

WILLAMETTE-WESTERN CORPORATION
Contractor

By

---

## CONSENT OF SURETY

Date March 15, 1979

We, FIREMAN'S FUND INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact Roger C. Rothrock

(SEAL)

Corroon & Black of Oregon
Resident Agent

**OREGON STATE HIGHWAY DIVISION**

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8738 Contractor Willamette-Western Corp.

Highway -

Section Molalla River State Park

Kind of Work Grading, Paving and Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Specified completion time revised to March 2, 1979, leaving 13 days liquidated damages. Time extension granted due to delay in obtaining water closets from the "sole source of supply".

Recommended for Approval:

Region Engineer

Construction Engineer or ~~Bridge Engineer~~

(State Highway Engineer)

| | |
|---|---|
| Contract No. | 8738 |
| Project designation | HCRS 41-00924 <br> State-Federal |
| Date awarded | May 30, 1978 |
| Work started | Aug. 1, 1978 |
| Per cent completed | 100 3-15-79 <br> Date |
| No. of Workdays Allowed | 184 |
| No. of Workdays Used | 289 |
| No. of Added Workdays Requested | 107 |

SP*15060-734

M 12 1979

WILLAMETTE-WESTERN CORPORATION
Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Telex: 360873

March 8, 1979

Oregon State Highway Division
9421 S. E. Glenwood St.
Portland, Oregon 97266

Attn: Mr. Wayne Schulte

Re: Molalla River State Park
Contract No. 8738

Gentlemen:

We are attaching this letter of explanation to your form for "Increase in Number of Workdays" for your consideration. The project completion has been delayed due to material supply problems on the toilet building which is being done by a subcontractor, Marmolejo-Hewson, Inc.

The material delays have been as follows:

1. Glue-lam beams were scheduled for installation Sept. 1, 1978 and the manufacturer did not deliver until Oct. 11, 1978.
2. The toilet partitions were ordered July 28, 1978 and on Dec. 5, 1978, the supplier notified Marmolejo-Hewson, Inc. that the color selected by the Parks Dept. was a discontinued color. A new selection was made and the reorder made on Dec. 11, 1978. The partitions were installed on Jan. 21, 1979.
3. The water closets as specified are only available from one manufactory and the details on the delays of delivery are summarized in the supplier letter dated 2/22/79 (Familian-Northwest Inc.), which is attached. The water closets did arrive on Feb. 28, 1979. Marmolejo-Hewson, Inc. will have the toilet building in operation on or before March 16, 1979.

We are requesting a time extension to March 17, 1979 at which time substantial completion will be accomplished. As discussed with you, there are some minor clean up and reshaping of areas which will be accomplished when the area is dried sufficiently to allow us to get around with equipment.

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.
WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Oil Spill Cleanup

With the Parks Dept. specifying materials of such limited supply, it puts you and us in a very unfavorable position for scheduling and execution of the project. We have included correspondence on the materials problem and if you need additional information or data please call.

We want to thank you for your consideration and cooperation in this matter.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

R. L. Pyritz
Manager, Municipal Department

RLP:ss

Enclosure

8738

May 18, 1979

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8738 awarded to Willamette-Western Corporation for the Molalla River State Park in Clackamas County was completed on March 15, 1979, and accepted by the State Highway Engineer on May 15, 1979.

Final payment in the amount of $7,767.96 will be released to the contractor after May 23, 1979. The total contract amount is $155,359.25 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: Corroon & Black of Oregon
1600 S.W. Fourth Ave.
Portland, OR 97201

Willamette-Western Corporation
P. O. Box 3320
Portland, OR 97208

bc: C. T. Kaasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8738 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Molalla River State Park

WEEK ENDING: April 14, 1979

SECTION PREFIX: 903-2708

HIGHWAY:

COUNTY: Clackamas

NAME OF JOB: Molalla River State Park

KIND OF WORK: Grading Paving and Facilities.

CONTRACTOR: Willamette-Western Corp.

CONTRACT NUMBER: 8738

FEDERAL AID PROJECT NUMBER: HCRS 41-00924

DATE OF CONTRACT: May 30, 1978

DATE WORK STARTED: August 1, 1978

ESTIMATED COMPLETION DATE: March 15, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 2 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Nov. 30, 1978

PERCENT OF TIME ELAPSED: 167

PROJECT AUTHORIZATION: $192,477.84

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $177,215.78

ENGINEERING AUTHORIZATION: $15,262.56

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $156,456.32

ENGINEERING COST TO DATE: $28,000

DATE PROJECT WAS COMPLETED: March 15, 1979

ESTIMATED PERCENT UNDERRUN 11.7 %

PERCENT OF AUTHORIZATION 183 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 0.4 | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 3,550 CY | | | 950 TON |
| TOTAL QUANTITIES CORRECTED TO DATE | | 3,566 | | | 991 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 3,566 | | | 991 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | |
|---|---|---|---|---|---|
| BRIDGE NO. | Type 4 Toilet | | Pump House | | |
| PERCENT | 100 | | 100 | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Rain | | | |
| MONDAY | Rain | | | |
| TUESDAY | Showers | | | |
| WEDNESDAY | Showers | | | |
| THURSDAY | Showers | | | |
| FRIDAY | Showers | | | |
| SATURDAY | | | | |

RECEIVED
APR 16 1979
CONSTRUCTION BRANCH

Kesey
Richmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 4/8<br>SUNDAY | ivity. |
| 4/9<br>MONDAY | No act y. |
| 4/10<br>TUESDAY | Repaired a leak in the water system. |
| 4/11<br>WEDNESDAY | Washed out the water lines. |
| 4/12<br>THURSDAY | Completed and submitted the Semi*Final. |
| 4/13<br>FRIDAY | No activity.<br>State final inspection on job. |
| 4/14<br>SATURDAY | No activity. |

## REMARKS

SUMMARRY: Repaired and flushed out the water lines.
Completed the Semi-Final

This will be the last weekly for this project.

SIGNED W.E Hoffman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8738

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1978

Willamette-Western Corporation
Foot of N. Portsmouth
Portland, OR 97203

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8738 for work in the Molalla River State Park in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

bc C. T. Kasney
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman
Dave Talbot

*"Helping Build the West"*

W

W ILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Telex: 360873

June 6, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Contract 8738 - Molalla River State Park - Clackamas County
Serial Letter No. 1 - Signed Copies of Contract

Gentlemen:

Enclosed are two copies of the Contract 8738 - Molalla River State Park in the amount of $165,984.00 which have been signed by the contractor and our bonding company.

If you have any questions please contact me.

Very truly yours,

WILLAMETTE-WESTERN CORPORATION

Robert Hawes

Robert Hawes
Administrative Assistant

RH/mes

RECEIVED
JUN 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.

WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Asphalt • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Oil Spill Cleanup

8738

8

May 31, 1978

Willamette-Western Corporation
Foot of North Portsmouth
Portland, OR 97203

Gentlemen:

Enclosed are three copies of Contract No. 8738 awarded to you on May 30, 1978, for work in the Molalla River State Park in Clackamas County in the amount of $165,984.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1978.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

dda
Enc.

bc C. T. Kassey
Walt Hart
Robert Church
Ed Hardt
Willard Hoffman
Dave Talbot

8738

9

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 18, 1977

FILE:

FROM: Gary A. Scott
State Parks and Recreation

TO: C. W. Head
Commission Services

SUBJECT: Project Agreement, BOR 41-00924
Molalla River State Park Dev.,
Phase 1 (O.P. 1329
Clackamas County

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named Land and Water project. The agreement is between the State of Oregon, through the Oregon State Highway Division, and the Federal Bureau of Outdoor Recreation of the U. S. Department of the Interior.

GAS:dc

Attach.

cc: Jim Cavanaugh
Larry Jacobson
Warren Gaskill
Ray Leavitt
Arnie Slack

NOTED
C. W. HEAD

## FEDERAL ASSISTANCE

1. TYPE OF ACTION (Mark appropriate box)
☐ PREAPPLICATION
☒ APPLICATION
☐ NOTIFICATION OF INTENT (Opt.)
☐ REPORT OF FEDERAL ACTION

2. APPLICANT'S APPLICATION
a. NUMBER: O.P. 1329
b. DATE Year month day: 1977 8 31

3. STATE APPLICATION IDENTIFIER
a. NUMBER: 7706 2 840
b. DATE ASSIGNED Year month day: 1977 6 22

Leave Blank

4. LEGAL APPLICANT/RECIPIENT
a. Applicant Name : Oregon State Parks Branch
b. Organization Unit :
c. Street/P.O. Box : 525 Trade Street SE
d. City : Salem
e. County : Marion
f. State : Oregon
g. ZIP Code: 97310
h. Contact Person (Name & telephone No.) : David G. Talbot (503) 378-5019

5. FEDERAL EMPLOYER IDENTIFICATION NO.

6. PROGRAM (From Federal Catalog)
a. NUMBER: 15.400
b. TITLE: Outdoor Recreation - Acquisition, Development and Planning

SECTION I—APPLICANT/RECIPIENT DATA

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT
Molalla River State Park, Phase I
Initiate development of Molalla River State Park by constructing an access road, parking lots, restrooms, utility systems, trails and a picnic area.

Project sponsor is applicant/recipient.

8. TYPE OF APPLICANT/RECIPIENT
A–State
B–Interstate
C–Substate District
D–County
E–City
F–School District
G–Special Purpose District
H–Community Action Agency
I–Higher Educational Institution
J–Indian Tribe
K–Other (Specify):
Enter appropriate letter: A

9. TYPE OF ASSISTANCE
A–Basic Grant
B–Supplemental Grant
C–Loan
D–Insurance
E–Other
Enter appropriate letter(s): A

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.): Clackamas County

11. ESTIMATED NUMBER OF PERSONS BENEFITING:

12. TYPE OF APPLICATION
A–New
B–Renewal
C–Revision
D–Continuation
E–Augmentation
Enter appropriate letter: A

13. PROPOSED FUNDING

| | | |
|---|---|---|
| a. FEDERAL | $ 100,500 | .00 |
| b. APPLICANT | 100,500 | .00 |
| c. STATE | | .00 |
| d. LOCAL | | .00 |
| e. OTHER | | .00 |
| f. TOTAL | $ 201,000 | .00 |

14. CONGRESSIONAL DISTRICTS OF:
a. APPLICANT:
b. PROJECT: 1

15. TYPE OF CHANGE (For 12c or 12e)
A–Increase Dollars
B–Decrease Dollars
C–Increase Duration
D–Decrease Duration
E–Cancellation
F–Other (Specify):
Enter appropriate letter(s):

16. PROJECT START DATE Year month day: 19

17. PROJECT DURATION: 24 Months

18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY ▶ Year month day: 19

19. EXISTING FEDERAL IDENTIFICATION NUMBER

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) Bureau of Outdoor Recreation, 915 2nd Ave., Rm. 990, Seattle, Washington 98174

21. REMARKS ADDED ☐ Yes ☒ No

SECTION II—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT ▶
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.
b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:

| | No response | Responses attached |
|---|---|---|
| (1) Intergovernmental Relations Division State Executive Department | ☐ | ☒ |
| (2) CRAG | ☐ | ☒ |
| (3) | ☐ | ☐ |

23. CERTIFYING REPRESENTATIVE
a. TYPED NAME AND TITLE: Gary A. Scott, State Recreation Director
b. SIGNATURE: David G Talbot
c. DATE SIGNED Year month day: 1977 9 20

24. AGENCY NAME: Department of Interior

25. APPLICATION RECEIVED Year month day: 1977 09 22

26. ORGANIZATIONAL UNIT: Bureau of Outdoor Recreation

27. ADMINISTRATIVE OFFICE
[illegible] 1977
RECREATION SECTION

28. FEDERAL APPLICATION IDENTIFICATION

29. ADDRESS: 915 - 2nd Avenue, Seattle, WA 98174

30. FEDERAL GRANT IDENTIFICATION: 41-00924

SECTION III—FEDERAL AGENCY ACTION

31. ACTION TAKEN
☒ a. AWARDED
☐ b. REJECTED
☐ c. RETURNED FOR AMENDMENT
☐ d. DEFERRED
☐ e. WITHDRAWN

32. FUNDING

| | | |
|---|---|---|
| a. FEDERAL | $ 100,500 | .00 |
| b. APPLICANT | 100,500 | .00 |
| c. STATE | | .00 |
| d. LOCAL | | .00 |
| e. OTHER | | .00 |
| f. TOTAL | $ 201,000 | .00 |

33. ACTION DATE ▶ Year month day: 1977 09 27

34. STARTING DATE Year month day: 1977 09 27

35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)
Don Ketter
206-442-4720

36. ENDING DATE Year month day: 1979 12 31

37. REMARKS ADDED ☐ Yes ☐ No

38. FEDERAL AGENCY A-95 ACTION
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.
b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)

424-101

STANDARD FORM 424 PAGE 1 (10-75)
Prescribed by GSA, Federal Management Circular 74-7

EXHIBIT A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Clackamas County)

Project Number 41-00924 (O.P. 1329)

Project Title Molalla River State Park Development, Phase I

Project Period SEP 27 1977 to 12-31-79

Project Scope (Description of Project)

Initiate development of a state park near Canby with the construction of an access road, parking lots, sanitary facilities, utilities, picnic facilities and miscellaneous work such as signs, landscaping and general park cleanup.

The project also includes State administrative costs estimated at $1,000. Preagreement costs incurred from July 1, 1977 to date of project approval in amount not to exceed $1,000 shall be allowable under this agreement.

The project boundary encompassing the area that will be administered within the terms of Section 6(f) of the L&WCF Act is shown on the attached site map(s).

Project Stage Covered by this Agreement

Not Applicable

Project Cost

| | |
|---|---|
| Total Cost | $ 201,000 |
| Fund Support | 50 % |
| Fund Amount | $ 100,500 |
| Cost of this Stage | $ 201,000 |
| Assistance this Stage | $ 100,500 |

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December, 1965)
2. Project Proposal
3. __________
4. __________

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The property for this park was acquired in June, 1971 under BOR Project 41-00130-39 and in December, 1972 under project 41-00348-13. All of the provisions of PL 91-646 were followed.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By Richard L Winters
(Signature)

Acting Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date SEP 27 1977

STATE

Oregon
(State)

By David G Talbot
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT. 2870-77

8737 (#1) 8

ROBERT W. STRAUB
GOVERNOR

# DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

D E Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for EDA funds
State Admin. Dist. No. 2
Section: Molalla River State Park
Highway: -
County: Clackamas

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 15, 1977.
If additional information is desired, please contact Larry Jacobson phone 378-5015.

BLG: dmc
Attachments

cc: H. S. Coulter ✓
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
Gary Potter

Region Engineer: E. L. Hardt
District Engineer: J. D. McClure
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Please use Reference Code PKS-4 for return correspondence.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8) PNRS # | PKS-4 | Page One |

02 12] APPLICANT [45: Oregon Dept. of Transportation — 46] DIVISION [79: Parks & Recreation

03 12] APPLICANT ADDRESS STREET [45: 525 Trade St. S.E. — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: Larry Jacobson — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 5015

01 12] PROJECT TITLE [71: Molalla River State Park

11 12] PROJECT LOCATION—CITY: Canby — PROJECT LOCATION—COUNTY: Clackamas — PROJECT LOCATION [79: SEC: 17 T: 3S R: 1W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project will provide access road, parking for 25 cars, toilet building, [71

06 12] picnic area, and footpaths for initial development at Molalla River State Park [71

07 12] along the Willamette River. Utility systems will be developed according to [71

08 12] regulating agency standards. [71

09 12] [71

10 12] This is a State Parks project.

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| $250,000 | | | | | $250,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Local Public Works Capital Dev. & Invest. Program

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Commerce — 46] FEDERAL SUB-AGENCY NAME [79: Economic Development Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: 6/16/77

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July — 43] DAY [44: 15 — 45] YEAR [46: 1977

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☒

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☒

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) P.L. 94-369 Sec. 207

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

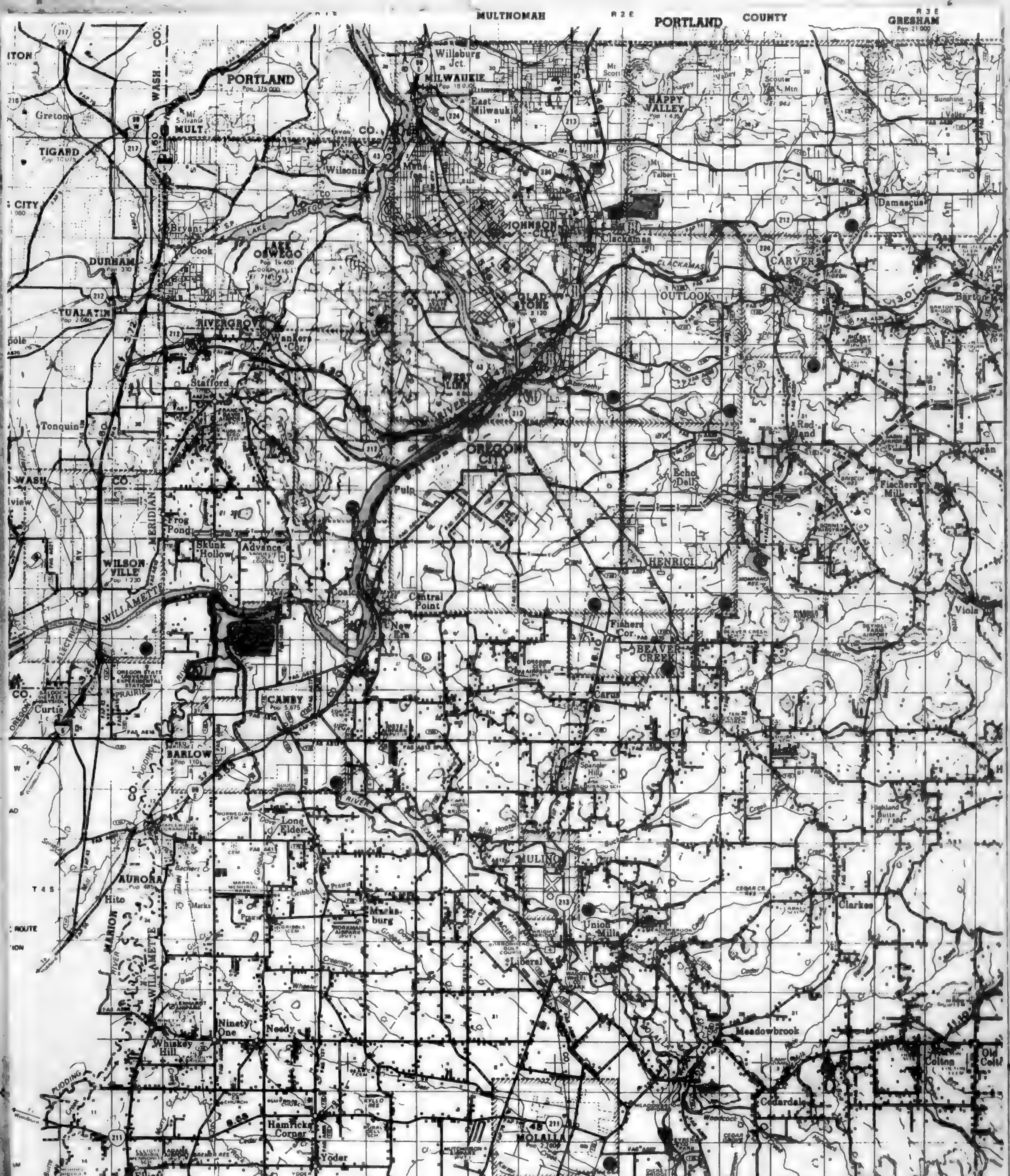
(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS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COUNTY
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PORTLAND
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MULT.
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TIGARD
Willsburg Jct.
MILWAUKIE
East Milwaukie
Mt Scott
HAPPY VALLEY
Scouter Mtn
Sunshine Valley
Wilsonia
Mt Talbert
Damascus
JOHNSON CITY
Clackamas
CARVER
Bryant
Cook
LAKE OSWEGO
DURHAM
TUALATIN
GLADSTONE
OUTLOOK
Barton
RIVERGROVE
Wankers Cor.
Stafford
Tonquin
Red Land
OREGON CITY
Logan
WASH. CO.
Echo Dell
Fischers Mill
Pulp
MERIDIAN
Frog Pond
Skunk Hollow
Advance
WILSONVILLE
HENRICI
WILLAMETTE
Coalca
Central Point
Viola
New Era
Fishers Cor.
BEAVER CREEK
OREGON STATE UNIVERSITY EXPERIMENTAL STATION
Curtis
CANBY
Carus
PRAIRIE
BARLOW
Spangler Hill
Highland Butte
Lone Elder
MULINO
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AURORA
Hito
Clarkes
MARION
Macksburg
Union Mills
Liberal
Meadowbrook
Ninety One
Needy
Whiskey Hill
Colton
Old Colton
PUDDING
Hamricks Corner
MOLALLA
Cedardale
Yoder
Elliott Prairie
ELLIOTT PRAIRIE
Fernwood
Dickey Prairie
T 5 S
MARION

8739 Coos Bay & North Bend 1978
Pavement Marking Project

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

#5737 3-3-8

cc: OSHD (H S Coulter)

U.S. DE RTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Coos | DIVISION<br>Oregon |
| DATE OF REPORT<br>3-3-80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>PMS-000S(62) |
| COMPLETION DATE<br>8-18-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>November 21, 1978 | TIME ELAPSED<br>52 % | CONTRACT TIME<br>130 days |
| APPROVED EXTENSIONS<br>-- | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

## COOS BAY - NORTH BEND
## Pavement Marking

Project Description:

The project involved installation of thermo-plastic pavement markers at various intersections in Coos Bay and North Bend.

Findings:

The completed work is in substantial compliance with the contract requirements and acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAR 7'80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

3/7 cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>3-4-80 | TITLE<br>Field Operations Engineer | DATE<br>3-4-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

1739

December 6, 1978

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 24, 1978, we wrote to you concerning release of final payment on Contract No. 8739 awarded to Traffic Marking Specialists, Inc. for the Coos Bay and North Bend Pavement Marking Project in Coos County.

Final payment on this contract is $3,859.06 and the total contract amount is $76,580.81. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Traffic Marking Specialists, Inc.
2319 S.E. Harney
Portland, OR 97202

bc: C. T. Kassey
Walt Hart
A. Shirley

8739

Coos Bay

Salem, Oregon
October 6, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

F. D. Morrison
Resident Engineer

Narrative Report
Coos Bay-North Bend Pavement Marking
City Streets and State Highways
Coos County
Contract No. 8739

This is to acknowledge receipt of your narrative report on the above named project for which we thank you.

Your recommendation that we change the special provision's requirement from "Solid Film" to "Uniform Fog" will be considered, as will your comments on glass bead application.

It is also interesting to note the very large under-run of flagging hours. The Ashland pavement marking project showed a similar experience.

WGB:ab
cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

✓ Vandeeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
OCT 09 1978
ENGINEERING SECTION

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Return To
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# NARRATIVE REPORT

Coos Bay - North Bend Pavement Marking
City Streets & State Highways
Coos County

F.A.P. PMS-000S (62)
Prefix: 106-1056
Contract No. 8739

This contract involved the removal of existing painted Crosswalks, Turn Arrows and School Symbols, which were replaced with Hot Thermoplastic Markings.

The contractor laid out his lines and used a grinder to rough up the existing Painted Lines. This area was then swept with a hand push broom. I feel the cleaning must be done by another method than brooming. An air compressor would do a much better job and could also be used to apply the primer.

Another area which should be addressed is the application of Glass Beads. Our contractor applied the beads with a can with perforated holes in the bottom. In some places the application was very good and in some spots there were small skips. We did not know how important these surface beads are, since the hot Plastic has beads mixed in it. It is difficult to place these beads behind and simultaneosly with the pavement marking extrusion die unless there is a change in the Laydown Machine. The gravity feeds tend to plug up and also on the arrows. The second pass, which overlaps the first pass, does not bond very well due to the prior application of beads. The beads must be applied close behind the plastic applicator in order to get penetration into the plastic.

In the Special Provisions, it states,"The primer application shall effect a continuous, solid film over the pavement surface. We determined that a uniform fog of primer works better than a solid application. With a solid application there is a tendancy to pack mark the plastic markings, as any excess primer appears to make the plastic bubble. I recommend that we change the Specification to a Uniform fog rather than a Solid Film.

As for cleaning up old markings, the contractor used a grinder, chemical stripper, and a hydro blaster. The grinder was used when a heavy paint application remained. After the grinding, the chemical stripper was applied with a brush and allowed to stand for about 5 minutes. After this short wait, the hydro blaster removed the paint and stripper and washed it to the drains. This method worked very well as there was no mess during or after the removal.

Also, there was no need for flagging since the contractor used signs and coned off the work areas. I feel this item could be eliminated.

One complaint from the contractor was one Bid Item for three different kind of Arrows. They felt it would be better if each type of arrow was bid seperately, rather than lumping them together. Perhaps this should be done on future projects, as the time and materials varies considerably from a single Arrow to a double or triple Arrow.

F.D. Morrison

F.D. Morrison, Res. Engr.

I Versteeg
I Christensen Dot
George
Olson
Terpin
Sullivan copy
Scott
Savage

RECEIVED
SEP 18 1978
ENGINEERING SECTION

Trout
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Action

REFERRED TO
Boardman WKB
Stoudamyre
Cole
Sample
Erikson
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Dorn
Lou
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Prepare letter of acknowledgement and appropriate comments

# STATEMENT OF OVERRUNS & UNDERRUNS

Coos Bay - North Bend Pavement Marking
City Streets & State Highways
Coos County

F.A.P. PMS-000S (62)
Prefix: 106-1056
Contract No. 8739

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL AMOUNT | PERCENT + or - |
|---|---|---|---|
| Contract Bid Items | $ 81,206.35 | $ 76,549.21 | -5.7 |
| Contingencies | $ 3,654.29 | $ 0.00 | --- |
| Engineering | $ 8,120.64 | $ 8,827.68 | +8.7 |
| Total Contract | $ 92,981.28 | $ 85,376.89 | -8.2 |

## EXPLANATION OF OVERRUNS & UNDERRUNS

F.A.P. PMS-000S (62)
Prefix: 106-1056

Coos Bay/North Bend Pavement Marking
City Streets & State Highways
Contract No. 8739

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 1. | Mobilization | L.S. | All | All | |
| 2. | Temporary Protection and Direction of Traffic | L.S. | All | All | |
| 3. | Temporary Signs | Sq.Ft. | 260.0 | 228.7 | -12 |

With the project spread out over a large area throughout Coos Bay and North Bend. Portable mounted signs were used for directing traffic.

| | | | | | |
|---|---|---|---|---|---|
| 4. | Flagging | Hours | 1,700 | 2 | -99.9 |

With the use of signs and cones, traffic was kept moving without interruptions. Flagging was only needed at intersections with poor verticle sight.

| | | | | | |
|---|---|---|---|---|---|
| 5. | Thermoplastic Pavement "ARROWS" | Each | 122 | 125 | + 2.5 |
| 6. | Thermoplastic Pavement "ONLY" | Each | 50 | 42 | -16 |

Following the Manual on Uniform Traffic Control Devices, less "ONLY" were required at the intersections listed on the plans.

| | | | | | |
|---|---|---|---|---|---|
| 7. | Thermoplastic Pavement "SCHOOL" | Each | 11 | 11 | |
| 8. | 12-inch Thermoplastic Pavement Lines | Lin.Ft. | 33,893 | 33,507.9 | -1.1 |

8739

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION: Coos Bay - North Bend Pavement Marking | WEEK ENDING: September 9, 1978 | SECTION PREFIX: 306-1056 |
| HIGHWAY: City Streets | COUNTY: Coos | |
| NAME OF JOB: Coos Bay/N. Bend Pavement Marking | KIND OF WORK: Pavement Marking | |
| CONTRACTOR: Traffic Marking Specialists,Inc. | CONTRACT NUMBER: 8739 | FEDERAL AID PROJECT NUMBER: PMS-000S (62) |
| DATE OF CONTRACT: May 31, 1978 | DATE WORK STARTED: July 18, 1978 | ESTIMATED COMPLETION DATE: August 18, 1978 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS: 130 | CALENDAR DAYS USED: 67 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED: 51.5 |
| PROJECT AUTHORIZATION: $ 92,981.28 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 |
| EXCLUSIVE OF ENGINEERING: $ 84,860.64 | ENGINEERING AUTHORIZATION: $ 8,120.64 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100 |
| | This Week- 1,022.01 | |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,549.21 | ENGINEERING COST TO DATE: $ 8,827.68 | DATE PROJECT WAS COMPLETED: August 18, 1978 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN: 9.8 % | PERCENT OF AUTHORIZATION: 108.7 % | |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE<br>12" Line | OIL AND/OR PAVE. | MAT'L. PROD. | | Legends |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | 183 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 33,893 | | | | 175 |
| TOTAL QUANTITIES CORRECTED TO DATE | 33,507.9 | | | | 175 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 33,507.9 | | | | 0 |
| AVERAGE DAILY QUANTITIES | 0 | | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | | | | 0 |
| HOURS PER SHIFT | 0 | | | | |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 3 | Showers | | | |
| MONDAY 4 | Showers | | | |
| TUESDAY 5 | Clear | | | |
| WEDNESDAY 6 | Clear | | | |
| THURSDAY 7 | Clear | | | |
| FRIDAY 8 | Showers | | | |
| SATURDAY 9 | | | | |

RECEIVED
SEP 11 1978
CONSTRUCTION BRANCH
Kesey
Mckmond
Hopkins
Williams
Johnson
Glenn
Richards
Sorg
Inlow
Widner
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 3 | No activity, project completed August 18, 1978 |
| MONDAY 4 | No activity. |
| TUESDAY 5 | No activity. |
| WEDNESDAY 6 | No activity. |
| THURSDAY 7 | One man working on Semi-Final in the office. |
| FRIDAY 8 | Sending Semi-Final to Region today. |
| SATURDAY 9 | |

## REMARKS

Sent Semi-Final to Region Office on
Friday, September 8, 1978.

Last Weekly Report

SIGNED F. D. Morrison LOCATION Coquille
Res. Engr

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8739

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

Transportation Building, Salem, Oregon 97310

DATE: August 31, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. PMS-000S(62)

Contract 8739, Work Completed August 18, 1978

Project Coos Bay-North Bend Pavement Marking

Highway City Streets

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 7, 1978

D. K.
G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
SEP 12 1978
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

NOTED
H.S. COULTER

8739

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1978

**Traffic Marking Specialists, Inc.**
**2319 S.E. Harney**
**Portland, OR 97202**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8739 for the Coos Bay and North Bend Pavement Marking Project in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dds**
Enclosure

**cc** **United Pacific Insurance Company**
**700 N.E. Multnomah, Suite 600**
**Portland, OR 97232**

**United Pacific Insurance Company**
**Fidelity & Surety Department**
**P. O. Box 1216**
**Tacoma, WA 98401**

**bc** **C. F. Kenney**
**Walt Hart**
**Robert Church**
**Jim Kinne**
**Alfred Shirley**
**F. D. Morrison**

C. DON FILER AGENCY, INC. *Insurance*

200 EXECUTIVE BUILDING, 4201 ROOSEVELT WAY NORTHEAST, SEATTLE, WASHINGTON 98105
TELEPHONE 206/634-0800
TELEX 32-1058

June 19, 1978

State of Oregon
Insurance Division
158 12th Street N.E.
Salem, Oregon 97310

Attention: Sandy Dittrich
Re: Power of Attorney for United Pacific Insurance Company

Dear Sandy:

Per our telephone conversation of this date, please find enclosed a copy of the Power of Attorney for Frances D. Wix along with the required $5.00 filing fee.

If there are any special forms that need to be completed relative to this, please forward to me at once. In contacting United Pacific, they indicated that they leave this up to the Agents to file any out of state forms and they take care of the ones needed in Washington State.

Thank you for your help on the telephone today.

Sincerely,

C. DON FILER AGENCY, INC.

Delores Wix

Delores Wix
dw
Encl.

# UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

## POWER OF ATTORNEY

**KNOW ALL MEN BY THESE PRESENTS,** That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

FRANCES D. WIX of SEATTLE, WASHINGTON----------------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP-------------------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

### SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 5th day of January 19 77

UNITED PACIFIC INSURANCE COMPANY

SEAL 1929

Wm. J. Cotter

Assistant Vice-President

STATE OF Washington
COUNTY OF Pierce } ss

On this 5th day of January, 19 77 personally appeared WM. J. COTTER, to me known to be the ~~Vice-President~~ Assistant of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

Suzanne Holsey

My Commission Expires:

January 15, 19 78

SUZANNE HOLSEY NOTARY PUBLIC

Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this ______ day of ______________ 19___.

SEAL 1929

D. Keith Johnson

Assistant Secretary

WBDU-1431 ED. 6/74

**C. DON FILER AGEN[illegible], INC.**
200 Executive Building
4201 Roosevelt Way N.E. Seattle, WA 98105
Phone 634-0800

**№ 49880** 19-101/1250

**SEATTLE TRUST & SAVINGS BANK**
Times Square Branch Seattle, Washington

Date 6-20-78

Pay ***********Five and no/100 Dollars*************************************$5.00

TO THE ORDER OF
NAME STATE OF OREGON, INS. DIVISION

ADDRESS
158 12th ST NE
SALEM, ORE 97310

By Delores Weix

⑆1250⑈0101⑆ 046 0132 7⑈

| ID | AGENCY/CLIENT NO. | BANK NO. | | CHECK NUMBER | TYPIST |
|---|---|---|---|---|---|
| 2 | 02-1462 | 102 | № | 49880 | |

| DESCRIPTION OF DISBURSEMENT | GENERAL LEDGER | CUSTOMER NUMBER | PROD. OR COMP. CODE | INVOICE NUMBER | SPEC CODE | AMOUNT |
|---|---|---|---|---|---|---|
| | | | | | | 5.00 |
| | | | | | | |
| | | | | | | |

SMS - 30 87 10/75 (2 PART)

OPERATING ACCOUNT

PRINTED IN U.S.A.

8739

# STATE COPY

8

OMB No. 04-R2089

| | | |
|---|---|---|
| * TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-178 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-20-78 | State Oregon<br>County Coos<br>Project No. PMS-000S(62) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coos Bay Urban Area

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-6-77<br>10-28-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 100%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 96,581.00 | $ 96,581.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

By H S Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 20 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon - June 9, 1978

Federal Aid Project
No. PMS-000S(62)

## COOS BAY AND NORTH BEND PAVEMENT MARKINGS CITY STREETS, COOS COUNTY

Project Agreement Estimate

**Type Code PE**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 3,600.00 |

**Type Code Y103**
**Pavement Markings (City Streets)**

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 500.00 |
| Temporary Protection and Direction of Traffic | All Required | | 500.00 |
| Temporary Signs | 260 sq.ft. | 4.00 | 1,040.00 |
| Flagmen | 1,700 hours | 2.00 | 3,400.00 |
| Thermoplastic Pavement Arrows | 122 only | 45.00 | 5,490.00 |
| Thermoplastic Pavement "ONLY"s | 50 only | 65.00 | 3,250.00 |
| Thermoplastic Pavement "SCHOOL"s | 11 only | 85.00 | 935.00 |
| 12 Inch Thermoplastic Pavement Line | 33,893 lin.ft. | 1.95 | 66,091.35 |
| | Subtotal | | $ 81,206.35 |
| | Engineering (14.5%) | | 11,774.65 |
| | Total | | $ 92,981.00 |

Length of Project: 0.00 Miles

**Summary of Funds - 100%**

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 3,600.00 | $ 3,600.00 |
| Pavement Markings | 92,981.00 | 92,981.00 |
| Total | $ 96,581.00 | $ 96,581.00 |

Group 1 - 100%
Contract No. 8739
Prefix 306-1056
Prefix 306-1928

8739

8

bc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
F. D. Morrison
SAIF
Fran

May 31, 1978

Traffic Marking Specialists, Inc.
2319 S.E. Harney
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for the Coos Bay & North Bend Pavement Marking Project in Coos County for the sum of $81,206.35 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8739.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 12, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8739

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-3-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. PMS-000S(62)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70596-11

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED: 5-3-78

DATE AUTHORIZATION EFFECTIVE: 5-3-78

FEDERAL ROUTE NUMBER: Various

STATE ROUTE NUMBER: City streets

GENERAL LOCATION:
"Coos Bay and North Bend Pavement Markings"

GENERAL DESCRIPTION OF WORK:
Pavement Markings

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $210,094.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

Swan
w/enc
5-31

DATE: 5-3-78

SIGNATURE OF APPROVING OFFICIAL: G. K. Houser

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9

8739

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

10-28-77

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. PM[illegible]-000S (62)

STATE PROJECT NO. See Below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70596-11

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-28-77

FEDERAL ROUTE NUMBER Various

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Coos Bay Pavement Marking Project"

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Increase in funding TEC NTE $1500
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-19-77 letter, I approve the program changes as follows:

1. Project Location - Change to read "Urban Area"
2. Increase TEC of Preliminary Engineering to $2,000 (Previous auth of $500 granted 6-6-77)

Also, estimated construction costs are acknowledged.

NOTED
F. B. KLABOE

Swan
11-4-77

DATE 10-28-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—828-787

8739

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-6-77

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. PMS-000S(62)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70596-11

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 9'77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>6-6-77 | FEDERAL ROUTE NUMBER<br>Various | STATE ROUTE NUMBER<br>City streets |

GENERAL LOCATION:

"Coos Bay Pavement Marking Project"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $500.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-31-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Swan's 5-31-77 letter, you are authorized to proceed with the work as shown above.

| | | |
|---|---|---|
| DATE<br>6-6-77 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. H | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8740 Dayville Rock Prod. Proj. 1978
on John Day Hwy.

8740

February 21, 1979

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $16,116.15 will be made to E. H. Itschner Company on Contract No. 8740 for the Dayville Rock Production Project on the John Day Highway in Grant County as soon as the warrant is prepared.

The total amount paid on this contract will be $99,328.10 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

cc E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

C. T. Keasey
Walt Hart
Wendell Schwartz

December 8, 1978

D. R. Itschner, President
E. H. Itschner Company
1118 Toliver Road
Molalla, OR 97038

Dear Mr. Itschner:

Dayville Rock Production
Contract No. 8740

This acknowledges receipt of your November 28 letter concerning a claim for haul adjustment on this project.

Your letter has been forward to the Resident Engineer, Barry Hatcher, who will contact you regarding his analysis and evaluation. Mr. Hatcher will arrange informal meetings with Region and Construction people if necessary.

If an agreement can't be reached there or if there are any further difficulties, please feel free to get in touch with me.

Best wishes for a Happy Holiday Season!

Sincerely,

R. S. Coulter
State Highway Engineer

RSC:la

bc C. T. Kassey
W. E. Schwartz
Barry Hatcher — TAA

**E.H. ITSCHNER CO.**
*Rock Crushing Contractors*
1118 TOLIVER ROAD
MOLALLA, OREGON 97038
829-2851

*D.R. Itschner*
*Norman Itschner*

November 28, 1978

Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Dayville Rock Production
Contract No. 8740

Dear Mr. Coulter:

This letter will serve as our claim for a refund on contract line item 6001 - 9N Haul Adjustment. We believe the yard/mile adjustment should be 1.0000 X 13,156.04 = $13,156.04; not 2.3250 X 13,156.04 = $30,587.79. This results in an adjustment of $17,431.75, which should be refunded.

We would appreciate an informal hearing on this claim at your earliest convenience. Thank you for your cooperation.

Sincerely,

E. H. ITSCHNER COMPANY

D.R. Itschner

D. R. Itschner
President

RRK/a

RECEIVED
DEC 4 1978
CONSTRUCTION
BRANCH

Keasey
I Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

RECEIVED
STATE HWY ENGR
DEC - 4 '78
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

8740

October 20, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8740 awarded to E. H. Itschner Co. for the Dayville Rock Production Project on the John Day Highway in Grant County was completed on August 8, 1978, and accepted by the State Highway Engineer on October 18, 1978.

Final payment in the amount of $4,160.60 will be released to the contractor after October 25, 1978. The total contract amount is $83,211.95 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc E. H. Itschner Co.
1118 Toliver Rd.
Molalla, OR 97038

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8740

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Dayville
WEEK ENDING: 8/12/78
SECTION PREFIX: 12-8337
HIGHWAY: John Day
COUNTY: Grant
NAME OF JOB: Dayville Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: E. H. Itschner Co.
CONTRACT NUMBER: 8740
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 30, 1978
DATE WORK STARTED: June 15, 1978
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 2
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: August 31, 1978
PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 129,049.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 118,816.50
ENGINEERING AUTHORIZATION: $ 10,233.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 113,700.00
ENGINEERING COST TO DATE: $ 6,304.67
DATE PROJECT WAS COMPLETED: August 8, 1978
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 62 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 13,000 CY | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 13,000 CY | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 13,000 CY | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | 1 | | |
| HOURS PER SHIFT | | | 10 | | |

EQUIPMENT USED DURING THE WEEK:

(2) loaders, crusher, (4) trucks, bulldozer

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Partly Cloudy - Hot | | | |
| MONDAY | " " " | | | |
| TUESDAY | " " " | | | |
| WEDNESDAY | " " " | | | |
| THURSDAY | Clear - Hot | | | |
| FRIDAY | Partly Cloudy - Hot | | | |
| SATURDAY | | | | |

Keasey K RECEIVED Richards
Jackmond Berg
Hopkins AUG 14 1978 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 6 | No work. |
| MONDAY 7 | Completed producing all material & finished shaping stockpiles. |
| TUESDAY 8 | Finished cleanup. |
| WEDNESDAY 9 | No work. |
| THURSDAY 10 | " " |
| FRIDAY 11 | " " |
| SATURDAY 12 | " " |

## REMARKS

Finished crushing 3/8" - #10 material Monday.

All sizes finished and in the stockpiles at Mt. Vernon.

Piles remeasured Wednesday.

Final Report.

SIGNED B. N. Hatcher LOCATION Burns
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8740

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1978

E. H. Itschner Co.
1116 Toliver Road
Molalla, OR 97038

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8740 for the Dayville Rock Production Project on the John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dde
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Barry Hatcher

8740

8

May 31, 1978

E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

Gentlemen:

Enclosed are three copies of Contract No. 8740 awarded to you on May 30, 1978, for the Dayville Rock Production Project on the John Day Highway in Grant County in the amount of $112,450.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Kessey
Walt Hart
Robert Church
Wendell Schwartz
Barry Hatcher

7740

8

4-27-78

Also send cc to Versteeg
Moehring

Proceed as indicated below ESH

## MEMO OF CALL OR VISIT

TO Scott

SECTION

DATE 4-27

TIME 1 A.M. P.M.

NAME, ORGANIZATION OF CALLER Bob Schroeder

REFER TO Hunter BY STATE HWY. ENGR.

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ REQUESTED YOU CALL HIM AT ☐ RADIO'S BY STATE HWY. ENGR. ☐

☐ WILL VISIT OFFICE AGAIN AT ______ A.M. P.M. ON I agree

MESSAGE

Cancel the Dayville bid and readvertise... they need the rock and think someone was "playing games." Should be readvertised.

Condon Rock Prod....cancel also and Region will take appropriate steps to have that amount of rock added to the Condon - 30 Mile Creek construction job coming up (scheduled for June 22 bid opening).

SIGNATURE

FORM [illegible]

8740

5

FORM 81-734-3030

FILE:

## OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 1, 1978

Donald L. Trout

FROM: Donald L. Trout
Office Engineer

SUBJECT: Dayville Rock Production
John Day Highway
Grant County

TO: MEMO TO THE FILES

I was advised this morning by Mr. Vern Moore, Region 5 Geologist, that a powerline through the above project area could not be moved and a new pit area would have to be developed. I asked Mr. Moore to send in a new development plan as soon as possible.

The project will have to be pulled from the March 23, 1978, bid letting unless we go for a two week advertisement period. The new development plan will have to be sent to the Department of Geology and Mineral Industries for the Surface Mining permit. I would recommend a two week advertisement period.

DLT:jh
cc: W. E. Schwartz
D. H. Moehring
Jack Sullivan
E. S. Hunter
R. L. Schroeder

RECEIVED
MAR 0 1 1978
ENGINEERING SECTION

✓ Versteeg ✓
___ Christensen
___ George
___ Olson
___ Terpin
___ Sullivan
___ Scott
___ Savage
___ Trout
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

8740

.5

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78
Donald L [illegible]

3-23-78 Bid Letting ______ All Clear Deadline

SECTION Dayville Rock Production
Highway John Day
County Grant Region 5
Type of Work Rock Prod. Funds Rk. Prod.
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | N/A state Funds |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Permit applied for |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8741 Ashland Pavement Marking 1978
Project

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 733-538

8741

cc: State (H. S. Coulte

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

10 - 2 - 79

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF REPORT<br>10-2-79 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>PMS-000S(61) |
| COMPLETION DATE<br>7-22-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>7-22-79 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>100 |
| APPROVED EXTENSIONS<br>--- | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### ASHLAND PAVING MARKINGS
### CITY STREETS
### Pavement Markings

Project Description

This project provided for restriping various pavement marking with hot-laid thermoplastic on City Streets and State Highways in Ashland.

Findings

The contractor agreed to delete from pay quantities the deficient markings at one intersection as mentioned in the final inspection report. I agree with this action.

RECEIVED
STATE HWY ENGR
OCT 10 '79
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sym | Act | File

10-10
cy

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations Engineer<br>G. K. Hossner |
| TITLE<br>Area Engineer — DATE 10/5/79 | TITLE<br>Field Operations Engineer — DATE 10/5/79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8741

8

January 25, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 24 we wrote to you concerning release of final payment on Contract No. 8741 awarded to Traffic Marking Specialists, Inc., for the Ashland Pavement Marking Project in Jackson County.

Final payment on this contract is $1,327.81 and the total contract amount is $23,772.70. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda

cc Traffic Marking Specialists, Inc.
2319 S.E. Harney
Portland, OR 97202

bc C. T. Kessey
Walt Hart
Alfred Shirley

8741

Ashland

**ORIGINAL SIGNED**
**DUANE O. CHRISTENSEN**

Salem, Oregon
October 9, 1978

Duane O. Christensen
Final Design Engineer

William Maude
Resident Engineer

Engineer's Narrative
Ashland Pavement Markings
City Streets and State Highways
Jackson County
Contract No. 8741

This letter is to acknowledge receipt of your narrative report on the above named project.

We note with interest your very large under-run of flagging hours as a similar experience was noted on the Coos Bay-North Bend pavement marking project.

Your project apparently experienced none of the problems of the Roseburg pavement marker project even thrugh both were done by the same contractor. Possibly you profitted from his earlier mistakes.

✓ Versteeg ✓
Christensen
George
Olsen
Torpin
Sullivan
Scott
Anderson

RECEIVED
OCT 09 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

WGB:ab
cc: C. T. Keasey
Alfred Shirley, Jr.
W. G. Beard

# ENGINEERS NARRATIVE

Ashland Pavement Marking
City Streets Jackson County
Contract 8741 Prefix 315-1004

************************************************************************

On May 31, 1978, contract 8741 was awarded to Traffic Marking Specialists for the installation of thermoplastic pavement markings in the city of Ashland.

The contractor moved onto the project ahead of his announced starting date and began work on Saturday, July 8, 1978. His method of work was to begin work early in the morning between 3:00AM and 5:00AM and work until traffic conditions became such that no more work could be done. A normal work crew consisted of three laborers and one foreman. The equipment normally was a grinder, a preheater, an applicator and two flatbed trucks for transportation of materials and equipment. The contractor continued working in this manner non-stop until July 14 when all of the marking installations were completed. The contractor spent the next week removing painted cross walks and arrows and trimming the thermoplastic work. This cleanup was finished on July 22, 1978 and the workday count was stopped.

The contractor used forty days to complete the project which was 100% of the allotted time. There were no price agreements or extra work orders written. The flagging bid item underran more than 99% due to the early hours of work and the fact that the project was completed so rapidly. It was found that traffic cones and signs were completely adequate for traffic control on this job. The contractors working schedule resulted in an overrun in engineering costs. The long hours, early hours and weekends for the inspector along with the overtime incurred by the survey party staking the project on short notice were all factors in the overrun. A request for an additional authorization has been submitted.

The overall appearance of the completed project is satisfactory. At the intersection of East Main and Oak Street, the contractor placed the hot thermoplastic over the existing markings. Because this application was not done according to the special provisions or specifications it was not acceptable and it will not be included in the final payment. The total quantities for the 6" and 12" thermoplastic came out reasonably close to the plan quantities, however, the individual areas sometimes were not close at all. This created some concern during layout of the work since we did not know the intent of the locator.

**REFERRED TO**

Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Doc File Copy Due
BY FINAL DESIGN ENGINEER

Prepare letter of acknowledgement and appropriate comments.
Doc

Versteeg
I Christensen Doc
George
Olson
Terpin
Sullivan Copy
Scott
Savage

RECEIVED
SEP 18 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

## STATEMENT OF OVERRUNS & UNDERRUNS

ASHLAND PAVEMENT MARKING
CITY STREETS JACKSON CTY.
CONTRACT 8741 PREFIX 315-1004

* * *

| ITEM | CONTRACT | FINAL | PERCENT +OR- |
|---|---|---|---|
| CONTRACT BID ITEMS | $27,264.50 | $23,626.20 | -13.3% |
| CONTINGINCIES | 1,226.90 | | |
| ENGINEERING | 2,726.45 | 4,134.18 | +51.6% |
| TOTAL CONTRACT COSTS | $31,217.85 | $27,760.38 | -10.1% |

## STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | CONTRACT QUANTITY | FINAL QUANTITY | +OR- |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | 100% | 100% | 0.0 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | 100% | 100% | 0.0 |
| 3. | Temporary Signs<br>Two sets of signs for a single lane closure, two way-4 lanes, were all the signs that were needed. End Construction signs were not directed by the engineer due to the overall length of the project and the short lengths of the individual work areas. | Sq/Foot | 180 | 154.5 | -14.2% |
| 4. | Flagmen<br>The contractors use of cones, signs and early morning work hours made flagging unneccessary. Traffic control by the above methods was completely adequate. | Hour | 475 | 4 | -99.2% |
| 5. | Thermoplastic Arrows | Each | 70 | 71 | +1.4% |
| 6. | Thermoplastic ONLY | Each | 21 | 19 | -9.5% |
| 7. | 6-Inch Thermoplastic Pavement Line<br>Numerous changes were made from the plan quantities to conform to meet existing conditions in the field and to comply with the wishes of the city of Ashland. These changes were responsible for this overrun. | Lin/Foot | 1,850 | 1,403 | -24.2% |
| 8. | 12-Inch Thermoplastic Pavement Line | Lin/Foot | 7,355 | 7,044 | -4.2% |

8741 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ASHLAND PAVEMENT MARKING

WEEK ENDING: July 29, 1978

SECTION PREFIX: 315-1004

HIGHWAY: City Streets

COUNTY: Jackson

NAME OF JOB: Ashland Pavement Marking

KIND OF WORK: Pavement Marking

CONTRACTOR: Traffic Marking Specialists

CONTRACT NUMBER: 8741

FEDERAL AID PROJECT NUMBER: PMS 0005(61)

DATE OF CONTRACT: May 31, 1978

DATE WORK STARTED: July 8, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 40

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 40

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 31,217.85

EXCLUSIVE OF ENGINEERING: $ 24,538.05

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,538.05

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 2,726.45

ENGINEERING COST TO DATE $ 3,712.50

PERCENT OF AUTHORIZATION 136 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: July 22, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

NONE

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | NA | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

RECEIVED
JUL 31 1978
CONSTRUCTION
BRANCH

Kessay
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | |
| **MONDAY** | |
| **TUESDAY** | |
| **WEDNESDAY** | |
| **THURSDAY** | |
| **FRIDAY** | |
| **SATURDAY** | |

## REMARKS

The project was completed as anticipated onJuly 22, 1978. Calendar day count was stopped at that time and a second notification was submitted. No further reports will be submitted.

SIGNED Dobbs Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8741

J

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1978

Traffic Marking Specialists, Inc.
2315 S.E. Harney
Portland, OR 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8741 for the Ashland Pavement Marking Project in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 455
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Kenney
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
William Meade

**C. DON FILER AGENCY, INC.**

200 EXECUTIVE BUILDING, 4201 ROOSEVELT WAY NORTHEAST, SEATTLE, WASHINGTON 98105
TELEPHONE 206/634-0800
TELEX 32-1053

June 19, 1978

State of Oregon
Insurance Division
158 12th Street N.E.
Salem, Oregon 97310

Attention: Sandy Dittrich
Re: Power of Attorney for United Pacific Insurance Company

Dear Sandy:

Per our telephone conversation of this date, please find enclosed a copy of the Power of Attorney for Frances D. Wix along with the required $5.00 filing fee.

If there are any special forms that need to be completed relative to this, please forward to me at once. In contacting United Pacific, they indicated that they leave this up to the Agents to file any out of state forms and they take care of the ones needed in Washington State.

Thank you for your help on the telephone today.

Sincerely,

C. DON FILER AGENCY, INC.

Delores Wix

Delores Wix
dw
Encl.

# UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

## POWER OF ATTORNEY

**KNOW ALL MEN BY THESE PRESENTS,** That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

FRANCES D. WIX of SEATTLE, WASHINGTON------------------------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP--------------------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

### SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 5th day of January 19 77.

UNITED PACIFIC INSURANCE COMPANY

Wm. J. Cotter

Assistant Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 5th day of January, 19 77 personally appeared WM. J. COTTER, to me known to be the Assistant Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires:

January 15, 19 78

Suzanne Holsey

Notary Public in and for State of Washington

Residing at Tacoma

I, D. Keith Johnson, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this ______ day of ____________ 19___.

D. Keith Johnson

Assistant Secretary

WBDU-1431 ED. 8/74

**C. DON FILER AGENCY, INC.**
200 Executive Building
4201 Roosevelt Way N.E. Seattle, WA 98105
Phone 634-0800

№ 49880 19-101/1250

SEATTLE TRUST & SAVINGS BANK
Times Square Branch Seattle, Washington

Date 6-20-78

Pay ***********Five and no/100 Dollars**************************************$5.00

TO THE ORDER OF
NAME STATE OF OREGON, INS. DIVISION
ADDRESS 158 12th ST NE
SALEM, ORE 97310

By

⑆1250⑈0101⑆ 046 0132 7⑈

| ID | AGENCY/CLIENT NO. | BANK NO. | CHECK NUMBER | TYPIST |
|---|---|---|---|---|
| 2 | 02-1462 | 102 | № 49880 | |

| DESCRIPTION OF DISBURSEMENT | GENERAL LEDGER | CUSTOMER NUMBER | PROD OR COMP CODE | INVOICE NUMBER | SPEC CODE | AMOUNT |
|---|---|---|---|---|---|---|
| | | | | | | 5.00 |
| | | | | | | |
| | | | | | | |

OPERATING ACCOUNT

SMS - 30 E7 10/75 (3 PART)

PRINTED IN U.S.A.

8741 &

STATE COPY

OMB No. 04-R2089

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-177 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-20-78 | ate Oregon<br>County Jackson<br>Project No. PMS-000S(61) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Citywide (Ashland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) |  |  |
| PRELIMINARY ENGINEERING | 6-6-77 | 0.0 |
| RIGHTS-OF-WAY |  |  |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* |  |  |

FUNDS Pro-rata 100%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 32,017.00 | $ 32,017.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*
By EG Hunter
Technical Services Engineer
*(Title)*
By H S Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 20 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon - June 9, 1978

Federal Aid Project
No. PMS-000S(61)

ASHLAND PAVEMENT MARKING
ASHLAND CITY STREETS
JACKSON COUNTY

Project Agreement Estimate

Type Code PE

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 800.00 |

Type Code Y103
Pavement Markings (Ashland City Streets)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 1,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,000.00 |
| Temporary Signs | 180 sq.ft. | | 360.00 |
| Flagmen | 475 hours | 5.00 | 2,375.00 |
| Thermoplastic Pavement Arrows | 70 each | 65.00 | 4,550.00 |
| Thermoplastic Pavement "ONLY"s | 21 each | 85.00 | 1,785.00 |
| 6 Inch Thermoplastic Pavement Line | 1,850 lin.ft. | 1.20 | 2,220.00 |
| 12 Inch Thermoplastic Pavement Line | 7,355 lin.ft. | 1.90 | 13,974.50 |
| | Subtotal | | $ 27,264.50 |
| | Engineering (14.5%) | | 3,952.50 |
| | Total | | $ 31,217.00 |

Length of Project: 0.00 Miles

Summary of Funds - 100%

| Description | Total Cost | Federal Funds |
|---|---|---|
| Preliminary Engineering | $ 800.00 | $ 800.00 |
| Pavement Markings | 31,217.00 | 31,217.00 |
| Total | $32,017.00 | $ 32,017.00 |

Group 1 - 100%
Contract No. 8741
Prefix 315-1945
Prefix 315-1004

8741

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
William Maude
SAIF
Fran

June 1, 1978

Traffic Marking Specialists, Inc.
2319 S.E. Harney
Portland, OR 97202

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for the Ashland Pavement Marking Project in Jackson County for the sum of $27,264.50 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer on May 31, 1978, awarded you the project, which has been assigned Contract No. 8741.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8741

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-3-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. PMS-000S(61)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70596-10

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>5-3-78 | DATE AUTHORIZATION EFFECTIVE<br>5-3-78 | FEDERAL ROUTE NUMBER Various<br>STATE ROUTE NUMBER City streets |

GENERAL LOCATION:

Ashland Pavement Marking

GENERAL DESCRIPTION OF WORK:

Pavement markings

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $66,562.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

Swan w/enc
5-31

| | | |
|---|---|---|
| DATE<br>5-3-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. H | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 6-70)  EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

8741

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

6-6-77

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. PMS 000S(61)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70596-10

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 9 '77
REFER TO
FOR
Info | Invs | R/D | D/A | Sign | Act | File

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE 6-6-77 | FEDERAL ROUTE NUMBER Various | STATE ROUTE NUMBER City streets |

GENERAL LOCATION:

"Ashland Pavement Marking"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $1,500.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-31-77, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

As requested in Mr. Swan's 5-31-77 letter, you are authorized to proceed with the work as shown above.

DATE 6-6-77

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—426-787

8742 Wolf Creek Tavern State 1978
Wayside north of Grants Pass
(Parking & sewage facilities)

C•Q 6391 12-12-77

8742

STATE OF OREGON

**INTEROFFICE MEMO**

Parks Design & Engineering 378-5015
DEPT. TELEPHONE

DATE: June 20, 1979

TO: Alfred Shirley
Region 3 Engineer

FROM: Larry Jacobson, Assistant
State Parks Superintendent

SUBJECT: Wolf Creek Construction Administration

Copy
Per 7-1
# 8633

This is to let you know of our appreciation for the dedication and quality of service received from Bob Johnson in administering the various construction contracts at Wolf Creek Tavern. It was not an easy project to administer, with the multitude of types of contracts, design consultants, EDA funding, adaptation to building codes, and many other items. Bob did a nice job in keeping things on the right track and coordinating the various parties involved. Without his interest and diligent effort, the overall project could have been a nightmare.

The Wolf Creek Tavern is now operating and appears to be on a reasonably successful schedule. Much of this can be attributed to Bob's involvement in the project. For this we are very appreciative.

LJ:al

cc: Bob Johnson -- Thank you very much!
Dave Talbot
Warren Gaskill
Dave Powers
[illegible]
[illegible]

RECEIVED
DOT DIRECTOR
JUN 22 '79
REFER TO
FOR

NOTED
F R KLABOE

87-

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

February 1, 1979

(206) 442-7000

RECEIVED
DOT DIRECTOR
FEB 6'79
REFER TO
Talbot
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

2-6
fm

Mr. Fred Klaboe
Chief of Operations
Oregon Department of Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Number 07-51-23766
Wolf Creek Tavern
State Wayside Recreation

Dear Mr. Klaboe:

Our records show that construction of the project referenced above should be complete. Please be advised that the following material (except for the results of the Warranty Inspection) must be submitted to the EDA Regional Office before this project can be closed out:

1. A Final Project Performance Report (ED-113A), indicating the date that the project was 100% complete.
2. A Final Budget Revision (ED-508), showing actual line item costs.
3. A Final Inspection Report signed by the grantee and the architect/engineer. (See paragraph 31 of the Engineering and Construction Guidelines.)
4. A Final Acceptance Report signed by the project designer, the project coordinator (if applicable), the project inspector, and the grantee.
5. Two prints each of at least two photographs of the completed project. (All photographs must conform to the instructions in paragraph 39 of the Engineering and Construction Guidelines.)
6. The date that the final audit will begin.
7. The ending date of the project warranty.
8. Five copies of the Final Audit Report (increase of one from the audit instructions), one copy of the audit invoice, and two copies of any communication of material weaknesses in the internal accounting control. (This material should be provided in accordance with the Audit Instructions for Local Public Works Grants.)

9. The results of the Warranty Inspection. (See paragraph 37 of the Engineering and Construction Guidelines.)

If you have any questions concerning this matter, please call Mr. Harvey Campbell in Seattle at (206) 442-7000.

Sincerely,

David L. Witachi

for Donald L. Gould
LPW Division

8742

8

October 12, 1978

United States Fidelity & Guaranty Company
Portland Office
P. O. Box 3439
Portland, OR 97208

Gentlemen:

Contract No. 8742 awarded to MOCON Corporation for work at the Wolf Creek Tavern State Wayside in Josephine County was completed on August 12, 1978, and accepted by the State Highway Engineer on October 11, 1978.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 17, 1978.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: MOCON Corporation
425 Rural Avenue S.E.
Salem, OR 97302

bc: C. T. Kassey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

9742 9

October 11, 1978

Balderree, Killeran & Nelson
Attorneys at Law
P. O. Box 578
Grants Pass, OR 97526

Attention: W. W. Balderree

Gentlemen:

This will acknowledge receipt of your letter of October 6, 1978, with attached copy of your letter to MOCON Corporation advising them that your client, Copeland Paving, Inc., has a balance due in the amount of $2,096.20 for work on their contract.

Your letter indicates this is in connection with the MOCON Corporation Contract No. 8742, parking and sewage facilities, Wolf Creek Tavern State Wayside in Josephine County. This contract was completed on August 12, 1978, but has not yet been accepted by the State.

The United States Fidelity & Guaranty Company, through A. G. Sadowski Company, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If your client wishes to file a claim against this contract, it may be filed with the Secretary of State or mailed to this office. If it is received in this office, we will file it with the Secretary of State, notify the surety and the prime contractor, MOCON Corporation.

Attached are excerpts from the Oregon Revised Statutes relating to public contracts, bonds and actions on bond. Contract payments are not withheld by us unless requested by the surety and by our legal counsel.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:bkr
Attachment
cc: Copeland Paving, Inc.
P. O. Box 608
Grants Pass, OR 97526

BALDERREE, KILLORAN & NELSON
ATTORNEYS AT LAW

W. W. BALDERREE
MICHAEL S. KILLORAN
PHILIP L. NELSON

BENJAMIN E. FREUDENBERG

P. O. BOX 578
130 N.W. D STREET
GRANTS PASS, OREGON 97526
TELEPHONE (503) 476-6877

October 6, 1978

Oregon State Highway Department
Room 121, Transportation Building
Salem, OR 97310

Attention: C. M. Head

Re: OSHD Contract No. 8742
Wolf Creek, Oregon

Gentlemen:

It is my understanding that you are processing the above contract for final payment. I represent Copeland Paving, Inc. which has a balance due for work performed under this contract in the amount of $2,096.20. I enclose a copy of my letter to the contractor, Mocon Corporation, regarding this.

I ask that payment of this bill be assured in connection with any final payments under the above contract.

Very truly yours,

W. W. Balderree

W. W. Balderree

WWB:ml

cc: Copeland Paving, Inc.
Mocon Corporation

[illegible]
C. M. HEAD

RECEIVED
OCT 9 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

BALDERREE, KILLORAN & NELSON
ATTORNEYS AT LAW

W. W. BALDERREE
MICHAEL S. KILLORAN
PHILIP L. NELSON

BENJAMIN E. FREUDENBERG

P. O. BOX 578
130 N. W. D STREET
GRANTS PASS, OREGON 97526
TELEPHONE (503) 476-8677

October 6, 1978

Mocon Corporation
P.O. Box 3258
Salem, OR 97302

Re: Oregon State Highway Department Contract No. 8742
Wolf Creek, Oregon

Gentlemen:

I am writing in behalf of Copeland Paving, Inc. of Grants Pass, Oregon, with regard to work done by this corporation for you on the above contract. There is a balance still due of $2,096.20, which has been due for some time.

It is my understanding that the work on the contract has been completed and you will shortly be making application for your final payment. In behalf of Copeland Paving, Inc. I herewith make demand for the immediate payment of the $2,096.20 still owing on the account. As I understand it, payment of this amount is required before you receive your final payment from the Highway Department.

Very truly yours,

W.W. BALDERREE

W. W. Balderree

WWB:ml

cc: R. D. Copeland
State Highway Department

RECEIVED
OCT 9 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**U.S. DEPARTMENT OF COMMERCE**
**Economic Development Administration**
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7000

September 26, 1978

Mr. Larry Jacobson
Assistant State Parks Superintendent
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Number 07-51-23766
Wolf Creek Tavern

Dear Mr. Jacobson:

In reference to your letter of August 28, 1978, requesting a project budget revision, EDA has reviewed and approved the request.

We have enclosed the new approved budget (Form ED-508). Please be advised that eligibility of all costs are subject to final audit review.

Sincerely,

Donald L. Gould

Donald L. Gould
LPW Division

NOTED
H.S. COULTER

Enclosures: ED-508
Effective Date: September 21, 1978

bc: C.T. Keasey
V.E. Skoog
D.Unrein
H. Coulter
F. Klaboe
D. Talbot
W. Gaskill
D. Powers
J. Christian

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STATE HWY ENGR
SEP 29 '78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

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SEP 28 1978
STATE PARKS
BRANCH

## LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

## BUDGET REVISION

EDA Project No. 07-51-23766 State Salem County Marion

| Line Items | Previous | Approved Revision |
|---|---|---|
| Administrative Expense | $ | $ |
| Architectural/Engineering (Updating and/or completion of Plans and Specifications) | | |
| Other Architectual Engineering Fees | -0- | 12,700 |
| Project Inspection Fees | | |
| Relocation Expenses | | |
| Relocation Payments to Individuals and Businesses | | |
| Demolition and Removal | | |
| (a) Labor | 16,318 | 16,318 |
| (b) non-Labor | 6,994 | 6,994 |
| Construction and Project Improvement | | |
| (a) Labor | 275,193 | 262,384 |
| (b) non-Labor | 286,207 | 277,669 |
| Equipment | -0- | 23,935 |
| Contingencies | 15,288 | -0- |
| Total Estimated Costs | $ 600,000 | $ 600,000 |
| Remarks: EDA Grant | $ 600,000 | $ 600,000 |
| Grantee Funding Responsibility | $ 600,000 | $ 600,000 |
| Total Estimated Costs | $ | $ |

Your request for line item changes appear to be reasonable according to the information provided. Eligibility of all costs are subject to final audit review.

Effective Date: September 21, 1978

8742

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>Wolf Creek Tavern State Wayside | | WEEK ENDING<br>September 1, 1978 |
| | | SECTION PREFIX<br>17-8208 |
| HIGHWAY<br>--- | | COUNTY<br>Josephine |
| NAME OF JOB<br>Wolf Creek Tavern State Wayside | KIND OF WORK<br>Parking and Sewage Facilities | |
| CONTRACTOR<br>MOCON Corp. | CONTRACT NUMBER<br>8742 | FEDERAL AID PROJECT NUMBER<br>EDA 07-51-23766 |
| DATE OF CONTRACT<br>May 30, 1978 | DATE WORK STARTED<br>June 12, 1978 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: | SPECIFIED WORK DAYS | WORK DAYS USED |
| MEN: SUPERVISION: | SPECIFIED CALENDAR DAYS | CALENDAR DAYS USED |
| | SPECIFIED COMPLETION DATE<br>September 15, 1978 | PERCENT OF TIME ELAPSED |
| PROJECT AUTHORIZATION: $ 90,097.19 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING: $ 82,228.44 | ENGINEERING AUTHORIZATION $ 7,868.75 | |
| | THIS WEEK 518.82 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 82,228.44 | ENGINEERING COST TO DATE $ 6,067.94 | DATE PROJECT WAS COMPLETED:<br>August 12, 1978 |
| ESTIMATED PERCENT: OVERRUN UNDERRUN ____ % | PERCENT OF AUTHORIZATION 77 % | |

Semi final to be submitted 9/8/78

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE/Sewage | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 1,020 CY | | | | 400 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 995 CY | | | | 412 Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 995 CY | | | | 412 Ton |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 27 | Fair | | | |
| MONDAY 28 | Fair | | | |
| TUESDAY 29 | Fair | | | |
| WEDNESDAY 30 | Overcast | | | |
| THURSDAY 31 | Cloudy | | | |
| FRIDAY Sept 1 | Fair | | | |
| SATURDAY 26 | Fair | | | |

RECEIVED
SEP 6 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

**DR: Construction**
**2cc: Construction**
**cc: Parks**
**cc: Region**
**cc: File**

SIGNED Bobby D. Johnson **Asst. Res. Engr.**
**for Alfred W. Bates, Res. Engr.**
LOCATION **Roseburg**

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#9742

4

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

August 28, 1978

U. S. Department of Commerce
Economic Development Administration
17 Westlake Avenue N.
Seattle, WA 98109

Attention Mr. Bill England
Project Management Specialist
Civil Rights Division

Re: Award of Grant Amendment #1
Project #07-51-23766

Gentlemen:

Attached are signed copies of the grant amendments for scope of work transfers outlined in Mr. Klaboe's letter of July 6, 1978. The amendments are approved as submitted, except for the project line item Estimated Costs Revision for Project #07-51-23766 - Wolf Creek Tavern. We request that the line item estimated cost revision be changed to reflect the requested revision as submitted in our July 6, 1978 correspondence. Attached is a line item estimated cost sheet which shows the line item breakdown requested.

We appreciate your consideration of this request. If you have any questions, please contact Larry Jacobson, Phone 378-5015, or Dick Holt, Phone 378-5017.

Sincerely,

Larry Jacobson

Larry Jacobson, Assistant
State Parks Superintendent

NOTED
H.S. COULTER

LJ:aw

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STATE HWY ENGR
AUG 30 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Attach. Amendment #1 for Project Numbers:

07-51-27014 07-51-26830 07-51-26880
07-51-27050 07-51-23766 07-51-27019

bc: C. T. Keasey) w/copy of letter and set of attachments.
V. E. Skoog )

D. Unrein
H. Coulter
D. Powers
J. Christian
D. Talbot
F. Klaboe
W. Gaskill

#8712

9

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109

(206) 442-7506

August 1, 1978

Mr. Fred Klaboe
Chief of Operations
Oregon Department of
Transportation
525 Trade Street S.E.
Salem, Oregon 97310

Re: EDA Project Numbers

07-51-27014-8629 07-51-26830-8666 07-51-26880-8680
07-51-27050-8627 07-51-23766-8742 07-51-27019-8626

Dear Mr. Klaboe:

Enclosed please find two signed copies of the Amendment to each of the referenced Grant Offers/Awards. EDA has approved the request for a scope of work transfer as outlined in your letter of July 6, 1978. The project budgets are shown as attachment 1 to each amendment.

Your acceptance of these Amendments shall be indicated by the signature of your principal official. The official's signature shall be certified by an authorized official other than your principal official. Send one copy of each accepted Amendment to Mr. John D. Woodward, Acting Regional Director, Western Regional Office, Lake Union Building, Suite 500, 1700 Westlake Avenue North, Seattle, Washington 98109. The other copy should be retained for your files.

Sincerely,

John D. Woodward

John D. Woodward
Acting Regional Director

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
AUG

7

#8742

9

*Department of Transportation*
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 7 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

July 6, 1978

U.S. Department of Commerce
Economic Development Administration
1700 Westlake Avenue N.
Seattle, Washington 98109

Re: Scope of Work Transfers
EDA #07-51-27014
Manhattan Beach

EDA #07-51-23766
Wolf Creek Tavern

Att: Mr. Bill England
Project Management Specialist
Civil Rights Division

Gentlemen:

As discussed with Larry Jacobson on April 5th in your office, attached is a request for Scope of Work Transfers of Oregon Department of Transportation overrun projects into underrun projects. The request is to transfer bid items from Manhattan Beach, EDA #07-51-27014, into Beverly Beach, EDA #07-51-26830; Oceanside Beach, EDA #07-51-26880 and Willamette Overflow Bridge, EDA #07-51-27050; and to transfer Wolf Creek Tavern, EDA #07-51-23766, contracts into Willamette River overflow bridges, EDA #07-51-27050 and EDA #07-51-27019.

At Manhattan Beach, the state contribution shown on the line item Cost Sheet will be allocated to other Park Branch recreation development projects scheduled for construction in the 1978-79 fiscal year. At Wolf Creek, approval of the transfer request would permit reallocation of the state contribution into other park construction projects scheduled for the 1978-79 fiscal year. The state's contribution for the caretaker's house and landscaping at Wolf Creek would continue to be a budget item request to the State Legislature for the 1979-81 budget period.

NOTED
H.S. COULTER

Favorable consideration of this Scope of Work Transfer Request would be appreciated. If you wish additional clarification, please contact Larry Jacobson, telephone number 378-5015.

Sincerely,

Fred Klaboe
Chief of Operations
Oregon Department of Transportation

FK:LJ:sc

Attachment

# EDA SCOPE OF WORK TRANSFERS

Parks and Recreation Branch
Oregon Department of Transportation

## Overrun Project - Manhattan Beach - EDA #07-51-27014

This project is to develop a beach access site with paved access road and parking, restroom, utilities, and walkways.

The project overrun including permit fees and a 4½% contingency allowance is $37,900.

The low contract bid was 21.73% over the engineering estimate. The engineering estimate was based on anticipated bid award in early fall. The grant award was received later than expected. This resulted in a short contractor mobilization period to meet the 90-day construction beginning deadline and less favorable weather conditions for beginning construction. The engineering estimate was not revised to reflect these conditions. Inflation in the building trades industry; high bids on unit items like asphaltic concrete, toilet buildings, and traffic control; and lack of experience in estimating costs based on EDA requirements were a combination of factors resulting in costs over the grant amount.

The items proposed for transfer are as follows:

| | |
|---|---|
| Bid Item #1 -- | $7,500 |
| " " #2 -- | 5,000 |
| " " #5 -- | 5,800 |
| " " #6 -- | 2,560 |
| " " #7 -- | 8,897 |
| " " #8 -- | 5,040 |
| " " #14 -- | 1,160 |
| Bid Item #17 -- | 946 |
| " " #18 -- | 909 |
| Total | $37,812 |

This will specifically identify those transfer costs for analysis and final audit.

## Underrun Projects

### Beverly Beach State Park - EDA #07-51-26830

The project installs a sewage collection trunk line, a sewage pump, and repairs all area disturbed by the construction.

| | |
|---|---|
| Project underrun | $12,000 |
| Manhattan Beach Transfer Items 6, 7 | - $11,500 |
| Balance | $ 500 |

### Oceanside Beach State Wayside - EDA #07-51-26880

This project is to construct restroom, utilities, paved road and parking, and walkways to the beach.

| | |
|---|---|
| Project underrun | $ 8,000 |
| Manhattan Beach Transfer Items 8, 14 | - $ 6,200 |
| Balance | $ 1,800 |

### Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

| | |
|---|---|
| Project underrun | $110,000 |
| Manhattan Beach Transfer Items 1,2,5,17,18 | -$ 20,200 |
| Balance | $ 89,800 |

## Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

## Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

## Underrun Projects

### Willamette River Overflow Bridge M.P. 30.4 - EDA #07-51-27050

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.4.

| | |
|---|---|
| Project Underrun | $110,000 |
| Manhattan Beach Transfer | - 20,200 |
| Balance | $ 89,800 |
| Wolf Creek Inn-Kitchen Equipment & Install | -$ 82,100 |
| Balance Remaining | $ 7,700 |

### Willamette River Overflow Bridge M.P. 30.1 - EDA #07-51-27019

The project replaces a deficient bridge on the Albany-Junction City Highway at Mile Post 30.1.

| | |
|---|---|
| Project Underrun | $ 85,000 |
| Wolf Creek Inn Phase II Contract | - 82,300 |
| Balance Remaining | $ 3,700 |

### Justification

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the cost overrun. The EDA ruling that agency personnel costs for project construction inspections are non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other State Park improvement projects that are badly needed and that also contributes to the economic base the EDA program was designed to stimulate.

The grant request was based on schematic and preliminary architectural plans. Detailed plans and specifications revealed items not anticipated, particularly mechanical requirements. Phase I contract for rehabilitation of the tavern structure was 20% over the estimate. Estimating costs for rehabilitation is more difficult than new construction. Contractors' bids appear to reflect this difficulty as well. Inflation in the building trades industry and remoteness of the project location not accounted for in the architect's estimate contributed to higher bids than anticipated. The architect's final estimate for the kitchen equipment items was higher than initially submitted, due to errors in estimating.

The items and costs proposed for transfer are as follows:

| | | |
|---|---|---|
| Phase II Contract - Road, Parking, Sewage Disposal | $78,700 | |
| Contingency 4½% | 3,600 | |
| Total | $82,300 | |
| Kitchen Equipment and Install. | $78,557 | |
| Contingency 4½% | 3,543 | |
| Total | $82,100 | |
| Transfer Items Total | | $164,400 |

Special cost accounting prefixes will be assigned to the transfer items. This will specifically identify those transfer costs for analysis and final audit.

There are no items in the requested transfer that could be eliminated and still permit the project to open on schedule as an operational facility.

LJ:sc
7/5/78

## Justification

Upon receipt of bids, the project was analyzed for areas where possible cost savings could be achieved. There were no items that could be eliminated without resulting in an incomplete project and changing the scope of the project. There was no evidence to suggest that requesting an extension of the 90-day construction deadline and rebidding of the project would have resulted in lower bid submittals.

The Oregon State Legislature approved an increase in the expenditure limitation for the project with the understanding that excess grant funds from other Oregon Department of Transportation projects would be solicited to cover the construction cost overrun. The EDA ruling that agency personnel costs for project construction inspections is non-reimbursable already puts an unanticipated financial burden on the grantee. Absorption of eligible project costs by the State Parks Branch eliminates other state park improvement projects that are badly needed and that also contribute to the economic base the EDA program was designed to stimulate.

## Overrun Project - Wolf Creek Tavern - EDA #07-51-23766

This project will restore a historically and architecturally significant 1860's stagecoach inn near Grants Pass. Work includes parking area, utilities, kitchen and dining room, nine sleeping rooms, conference facilities, bar, interpretive display area, kitchen equipment, and furnishings.

The project overrun is $164,400.

# LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.1

EDA Project No. 07-51-27019 State Oregon County Lane

| Line Items | Previous revision Request | Requested Revision |
|---|---|---|
| Administrative Expense | $ | $ |
| Architectural/Engineering (Updating and/or completion of Plans and Specifications) | | |
| Other Architectural Engineering Fees | | |
| Project Inspection Fees | 20,006 | -0- |
| Relocation Expenses | | |
| Relocation Payments to Individuals and Businesses | | |
| Demolition and Removal | | |
| (a) Labor | | |
| (b) non-Labor | | |
| Construction and Project Improvement | | |
| (a) Labor | 89,365 | 89,365 |
| (b) non-Labor | 161,316 | 161,316 |
| Equipment | | |
| Contingencies | 79,313 | 17,019 * |
| Estimated Costs | $ 350,000 | $ 267,700 |

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Phase two contract

| | |
|---|---|
| | 31,500 Labor |
| | 47,200 Non-Labor |
| Contingencies | 3,600 |
| TOTAL ESTIMATED COSTS | 350,000 (Original Grant) |

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

WILLAMETTE RIVER BRIDGE - M.P. 30.4

EDA Project No. 07-51-27050 State Oregon County Marion

| Line Items | Previous Revision Request | Requested Revision |
|---|---|---|
| Administrative Expense | $ | $ |
| Architectural/Engineering (Updating and/or completion of Plans and Specifications) | | |
| Other Architectural Engineering Fees | | |
| Project Inspection Fees | 16,670 | -0- |
| Relocation Expenses | | |
| Relocation Payments to Individuals and businesses | | |
| Demolition and Removal | | |
| (a) Labor | | |
| (b) non-Labor | | |
| Construction and Project Improvement | | |
| (a) Labor | 70,141 | 70,141 |
| (b) non-Labor | 127,596 | 127,596 |
| Equipment | | |
| Contingencies | 105,593 | 19,963 * |
| Estimated Costs | $ 320,000 | $ 217,700 |

Remarks: Scope of work transfer from EDA Project No. 07-51-23766, Wolf Creek Inn, Furnish and Install Food Service Equipment — 78,557

Contingencies 3,543

Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 1, 2, 5, 17 & 18 — 6,545 Labor

13,655 Non-Labor

TOTAL ESTIMATED COSTS $ 320,000 (Original Grant)

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

USCOMM-DC 18761-P76

## LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS
OCEANSIDE BEACH STATE WAYSIDE

EDA Project No. 07-51-26880 State Oregon County Tillamook

| Line Items | Previous Eff. 4-20-78 | Requested Revision |
|---|---|---|
| Administrative Expense | $ 900 | $ -0- |
| Architectural Engineering (Updating and/or completion of Plans and Specifications) | 3,500 | -0- |
| Other Architectural Engineering Fees | 4,000 | 4,000 |
| Project Inspection Fees | | |
| Relocation Expenses | | |
| Relocation Payments to Individuals and Businesses | | |
| Demolition and Removal | | |
| a. Labor | 1,700 | 1,700 |
| b. Non-Labor | 3,955 | 3,955 |
| Construction and Project Improvement | | |
| a. Labor | 58,092 | 58,092 |
| b. Non-Labor | 59,953 | 59,953 |
| Equipment | | |
| Contingencies | 17,900 | 16,100 * |
| Total Estimated Costs | $ 150,000 | $ 143,800 |

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, Manhattan Beach State Wayside, Bid Items No. 8 & 14. —— 3,038 Labor / 3,162 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 150,000 (Original Grant)

GRANTEE/BORROWS FUNDS

In-house engineering and project Inspection 16,000

TOTAL ESTIMATED PROJECT COST $ 166,000

* Request for budget line item revision to reflect contract bid item overruns and [illegible] final change orders to be submitted as final costs become firm.

LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

BEVERLY BEACH STATE PARK

EDA Project No. 07-51-26830 State Oregon County Lincoln

| Line Items | Previous Eff. 1-30-78 | Requested Revision |
|---|---|---|
| Administrative Expense | $ 1,200 | $ -0- |
| Architectural/Engineering Fee (Updating and/or completion of Plans and Specifications) | 10,000 | -0- |
| Other Architectural Engineering Fees | 1,500 | -0- |
| Project Inspection Fees | | |
| Relocation Expenses | | |
| Relocation Payments to Individuals and Businesses | | |
| Demolition and Removal | | |
| (a) Labor | | |
| (b) non-Labor | | |
| Construction and Project Improvement | | |
| (a) Labor | 59,240 | 59,240 |
| (b) non-Labor | 61,615 | 61,615 |
| Equipment | | |
| Contingencies | 16,445 | 17,645 * |
| Total Estimated Costs | $ 150,000 | $ 138,500 |

Remarks: Scope of work transfer from EDA Project No. 07-51-27014, 5,600 Labor
Manhattan Beach State Wayside, Bid Items No. 6 & 7. 5,900 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 150,000 (Original Grant)

GRANTEE/BORROWS FUNDS
In-house engineering and project inspection 30,000
TOTAL ESTIMATED PROJECT COST $ 180,000

* Request for budget line item revision to reflect contract bid item overruns and final change orders to be submitted as final costs become firm.

## LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

MANHATTAN BEACH STATE WAYSIDE

EDA Project No. 07-51-27014 State Oregon County Tillamook

| Line Items | Previous Eff. 4-20-78 | Requested Revision |
|---|---|---|
| Administrative Expense | $ 250 | $ -0- |
| Architectural/Engineering (Updating and/or completion of Plans and Specifications) | -0- | |
| Other Architectural Engineering Fees | 3,582 | -0- |
| Project Inspection Fees | | |
| Relocation Expenses | | |
| Relocation Payments to Individuals and Businesses | | |
| Demolition and Removal | | |
| (1) Labor | 768 | 768 |
| (2) Non-Labor | 1,792 | 1,792 |
| Construction and Project Improvement | | |
| (1) Labor | 99,539 | 99,539 |
| (2) Non-Labor | 103,188 | 103,188 |
| Equipment | | |
| Contingencies | 5,681 | 7,613 |
| Total Project Costs | $214,800 | $ 212,900 |

Remarks: Scope of work transfer, Bid Items No. 8 & 14, to EDA Project No. 07-51-26880, Oceanside Beach State Wayside — - 3,038 Labor; - 3,162 Non-Labor

Scope of work transfer, Bid Items No. 6 & 7, to EDA Project No. 07-51-26830, Beverly Beach State Park — - 5,600 Labor; - 5,900 Non-Labor

Scope of work transfer, Bid Items No. 1, 2, 5, 17, 18 to EDA Project No. 07-51-27050, Willamette River Bridge M.P. 30.4 - 6,545 Labor; -13,655 Non-Labor

TOTAL ESTIMATED EDA FUNDS $ 175,000 (Original Grant)

GRANTEE/BORROWS FUNDS

In-house engineering and project inspection 22,000

TOTAL ESTIMATED PROJECT COST 197,000

## LOCAL PUBLIC WORKS PROJECT LINE ITEM ESTIMATED COSTS

EDA Project No. 07-51-23766 State Oregon County Josephine

| Line Items | GRANT APPROVED | PHASE ONE<br>Phase One Bid Award Revision | <br>4-6-78 Revision Request | <br>Requ Revis |
|---|---|---|---|---|
| Administrative Expense | $ 1,000 | $ -0- | -0- | -0- |
| Architectural/Engineering (Updating and/or completion of Plans and Specifications) | 2,646 | -0- | -0- | -0- |
| Other Architectural Engineering Fees | 19,057 | -0- | -0- | 12,700 |
| Project Inspection Fees | 26,000 | -0- | -0- | -0- |
| Relocation Expenses | -0- | | | |
| Relocation Payments to Individuals and Businesses | -0- | | | |
| Demolition and Removal<br>(a) Labor<br>(b) Nonlabor | <br>16,318<br>6,994 | <br>16,318<br>6,994 | <br>16,318<br>6,994 | <br>16,318<br>6,994 |
| Construction and Project Improvement<br>(a) Labor<br>(b) Nonlabor | <br>204,337<br>197,872 | <br>250,850<br>261,051 | <br>255,243<br>265,444 | <br>262,354<br>277,669 |
| Equipment | 98,557 | -0- | -0- | 23,935 |
| Contingencies | 27,219 | 24,074 | 15,288 | -0- |
| Total Estimated Costs | $600,000 | $ 559,287 | 559,287 | 600,000 |
| | | | | 600,000 |

EDA Direct Grant Project No 07-51-23766

Remarks: EDA Scope of Work Transfer To: Project No 07-51-27019

Project No. 07-51-27050

GRANTEE BORROWS FUNDS

In-house Engineering & Project Inspection ........ 50,460

Caretakers House & Landscaping (1979-1981 Budget) ........

[illegible]
Building Restoration - Contract 8633
Parking and Sewage Facilities - Contract 8742
e Equipment - Contract Agreement 90-78

## COPE OF WORK TRANSFER

| | PHASE TWO | | | FOOD SERVICE EQUIP. | | |
|---|---|---|---|---|---|---|
| | [illegible] Award | | | Cost At Bid Award | | |
| | -0- | | | | | |
| | -0- | | | | | |
| | -0- | | | | | |
| | -0- | | | | | |
| [illegible] | -0- | | | | | |
| [illegible] | -0- | | | | | |
| 19,9[illegible] | [illegible] | | | | | |
| 20,7[illegible] | [illegible] | | | | | |
| [illegible] | -0- | | | 78,557 | | |
| [illegible] | [illegible] | | | 3,543 | | |
| 40,713 | [illegible]300 | | | 82,100 | | |

[illegible]300 →

82,100 →

+ 700 - 2,800 = 61,160
52,000}

## COST SUMMARY

600,000
164,400

| | |
|---|---|
| 764,400 | ESTIMATED COSTS |
| (164,400) | SCOPE OF WORK TRANSFER |
| 609,000 | TOTAL ESTIMATED EDA FUNDS (ORIGINAL GRANT) |
| 111,160 | TOTAL GRANTEE FUNDS |

TOTAL ESTIMATED COST BEFORE SCOPE OF WORK TRANSFER $ [illegible]

TOTAL ESTIMATED PROJECT COST AFTER SCOPE OF WORK TRANSFER $

8742 8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1978

MOCON Corporation
425 Rural Avenue S.E.
Salem, OR 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8742 for work in the Wolf Creek Tavern State Wayside in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinns
Alfred Shirley
A. W. Bates
Dave Talbot
Larry Jacobsen (certified copy attached for EDA)

8742

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☒ OPE ☐
JAN 25 1978
File: PM FA
TAA ______ LG OP

January 23, 1978

Mr. Donald L. Gould
LPN Division
Economic Development Administration
1700 Westlake Avenue N.
Seattle, WA 98109

Dear Mr. Gould:

Subject: EDA Project No. 07-51-23766
Wolf Creek Inn

In reference to our transmittal letter dated December 7, 1977, submitting data for the subject project, the processing of the building permit is now complete and a copy of the building permit is enclosed.

Very truly yours,

Larry Jacobson, Assistant
State Parks Superintendent

LJ:aw

Encl.

bc:
F. B. Klaboe
V. E. Skoog
D. Talbot
D. Powers
H. S. Coulter
H. H. Versteeg
W. Gaskill
E. S. Hunter
C. W. Head
G. Lucas
C. T. Keasey
D. Unrein
Region 4

NOTED
RICHARD UNREIN

8742

9

December 12, 1977

Josephine County School District
714 N. W. "A" Street
Grants Pass, OR 97526

Attention: Harvey R. Dickey
Chairman of School Board

MISC. CONTRACTS AND
AGREEMENTS No. 6391

Gentlemen:

Attached for your records is a fully executed copy of an Easement and Agreement for subsurface sewage disposal field to install a new expanded drainfield and to provide a secondary replacement drainfield area in connection with the Wolf Creek Tavern State Wayside.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc David Talbot (conf. agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

1) Agreement with Washington County for installation of traffic signals on the Beaverton-Tigard Highway at Greenburg Road. State will design, install and maintain the signal equipment utilizing Federal Aid Transition Quarter Funds. County has agreed to pay all costs of electrical energy consumed through operation of the signals. (Local Government Unit)

2) Easement and agreement with Josephine County School District for subsurface sewage disposal field to install a new expanded drainfield and to provide a secondary replacement drainfield area in connection with the Wolf Creek Tavern State Wayside. Consideration $500. Authorize State Highway Engineer to sign document. (Parks Branch)

Dated this 16 day of Nov, 1977

Glenn L Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-14-77

8743 Pacific Hwy. W. @ Barger 1978
Ave. (Eugene) Sec.
(Traffic signal installation)

C&Q 6157 8-25-77

8743

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

rn
cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

# FINAL ACCEPTANCE REPORT

5-1-8

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Lane | DIVISION<br>Oregon |
| DATE OF REPORT<br>4/23/80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>TQF-3(8) |
| COMPLETION DATE<br>3/2/79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>6/11/79 | TIME ELAPSED<br>96 % | CONTRACT TIME<br>220 Days |
| APPROVED EXTENSIONS<br>None | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. WEST AT BARGER AVE. (EUGENE)

Pacific Hwy. West
Traffic Signals

## Description of Project

The project provided for installation of multi-phase traffic signals and incidental work common to this type of facility. Existing illumination will be installed on the new signal poles by Eugene Water & Electric Board.

## Scope of Inspection

The completed work was observed in the field. The Resident Engineer indicated there were no significant material problems on this project.

RECEIVED
STATE HWY ENGR
MAY 2 - '80
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE<br>Original Signed by T. P. LOWE<br>T. P. Lowe | SIGNATURE<br>Original Signed by G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner |
| TITLE<br>Area Engineer — DATE 4/23/80 | TITLE<br>Field Operations Engineer — DATE 5/1/80 |

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8743

8

June 12, 1979

Smith & Crakes Insurance
38 West 11th
Eugene, OR 97401

Gentlemen:

Contract No. 8743 awarded to Hamilton Electric, Inc., for traffic signal installation on the Pacific Highway West at Barger Avenue in Eugene, Lane County, was completed on March 2, 1979, and accepted by the State Highway Engineer on June 11, 1979.

Final payment in the amount of $2,012.49 will be released to the contractor after June 18, 1979. The total contract amount is $32,787.43 including $1,081 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dds

cc Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8743

REPORT NO. 34

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HIGHWAY WEST AT BARGER AVENUE (EUGENE)

WEEK ENDING: 12 MAY 1979

SECTION PREFIX: 20-1011

HIGHWAY: PACIFIC HWY WEST

COUNTY: LANE

NAME OF JOB: PACIFIC HWY WEST @ BARGER AVE(EUGENE)

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: HAMILTON ELECTRIC,INC.

CONTRACT NUMBER: 8743

FEDERAL AID PROJECT NUMBER: TQF-3(8)

DATE OF CONTRACT: MAY 31, 1978

DATE WORK STARTED: 20 SEPTEMBER 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 2

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 212

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 96.4%

PROJECT AUTHORIZATION: $ 35447.25

EXCLUSIVE OF ENGINEERING: $ 32351.42

ENGINEERING AUTHORIZATION: $ 3095.83

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34862.03

ENGINEERING COST TO DATE: $ 3460.71

THIS WEEK: 0.0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107.8%

ESTIMATED PERCENT: OVERRUN 7.8 %

PERCENT OF AUTHORIZATION: 111.8 %

DATE PROJECT WAS COMPLETED: 2 MARCH 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| XXXXXX NO. | TRAFFIC SIGNAL | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 100.% | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | SHOWERS | 0 | | |
| TUESDAY | SHOWERS | 0 | | |
| WEDNESDAY | PARTLY CLOUDY | 0 | | |
| THURSDAY | PARTLY CLOUDY | 0 | | |
| FRIDAY | CLEAR | 0 | | |
| SATURDAY | | 0 | | |

RECEIVED
MAY 14 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gubser
Church

REPORT NO. 34

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | Pacific Hwy West at Barger Avenue(Wugene)-for week of May 6 thru 12,1979. |
| MONDAY | No activity. |
| TUESDAY | No activity. |
| WEDNESDAY | Hamilton Elect: Installed the modified vehicle loop amplifier with time delay as detailed under Price Agreement No. 1. Those present at installation were as follows: Ken Hamilton of Hamilton Electric, Tom Sparley of Crouse-Hinds, City of Eugene Signal technician, Kipp Osborn, Ellis Jones and Ben Purkey of OSHD, and OSHD Signal technician from Salem. Project completed. |
| THURSDAY | No activity. |
| FRIDAY | No activity. |
| SATURDAY | |

## REMARKS

This week: Modified vehicle loop amplifier with time delay installed and project completed.

Next week: No activity.

Note: Project complete. Semi-final submitted 10 May 1979.

FINAL REPORT

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP*F216

8743

STATE COPY

rm Approved: O M B No. 04-R2089

**TO BE COMPLETED BY FHWA**

MONTHLY TRANSACTION NUMBER 4-157

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-26-79

State Oregon

County Lane

Project Number TOF-3(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 20, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 34,691.00 | $ 39,173.00 |
| Federal funds | $ 29,754.00 | $ 33,598.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include costs of additional work items under PA#1 & EWO#1

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

GPO 927 404

Gen. File

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. TQF-3(8)

Pacific Highway W. @ Barger Ave.
Pacific West Highway
Lane County

Revised Project Agreement Estimate

Type Code Y031
Signals (Pacific Hwy. @ Barger Ave.)

| | |
|---|---|
| Subtotal of previous estimate of June 9, 1978 | $30,298.30 |
| **Revised Estimate** | |
| Traffic Signals Modifications (PA#1 Revision #2) | $ 2,685.00 |
| Furnish & Install Proximitor 202 Magnetometer Dector (EWO#1) | 1,081.00 |
| Increase | $ 3,766.00 |
| Subtotal | 34,064.30 |
| Engineering | 4,448.70 |
| Engineering (Signal Control Testing) | 660.00 |
| Total | $39,173.00 |

Length of Project. . . . . 0.0 mi.

| | |
|---|---|
| Federal Funds | $33,598.00 |
| State Funds | 5,575.00 |
| Total | $39,173.00 |

Group 1 - 100%
Contract No. 8743
Prefix: 20-1011

8743 — 4

# STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-176 | . S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-20-78 | ate Oregon<br>County Lane<br>Project No. TQF-3(8) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Jct. Barger Avenue (Eugene)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 34,691.00 | $ 29,754.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

By H S Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 20 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund-study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon - June 9, 1978

Federal Aid Project
No. TQF-3(8)

PACIFIC HIGHWAY W. AT BARGER AVE. (EUGENE)
PACIFIC WEST HIGHWAY
LANE COUNTY

Project Agreement Estimate

Type Code Y031
Signals (Pacific Hwy. at Barger Ave.)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 425.00 |
| Temporary Signs | 150 sq.ft. | 4.15 | 622.50 |
| Flagmen | 40 hours | 26.12 | 1,044.80 |
| Traffic Signal Installation, Complete | All Required | | 27,006.00 |
| | | | $ 29,098.30 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | $ 1,200.00 |
| | Subtotal | $ 30,298.30 |
| | Engineering (14.5%) | 3,732.70 |
| | Engineering (Signal Controller Testing) | 660.00 |
| | Total | $ 34,691.00 |

Length of Project: 0.00 Miles

| | |
|---|---|
| Federal Funds (85.77%) | $29,754.00 |
| State Funds | 4,937.00 |
| Total | $34,691.00 |

Group 1 - 100%
Contract No. 8743
Prefix 20-1011

8743

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 16 '79
REFER TO
FOR
Info Immed R/D D/R Sign Act File

**DATE:** April 5, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. TQF-3(8)

Contract 8743, Work Completed March 2, 1979

Project Pac. Hwy. W @ Barger Ave. (Eugene)

Highway Pacific West

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-29-79

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
APR 12 1979
CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

Form 81-734-3192 (Rev. 7-77)

☆ U. S. GOVE[illegible]NG [illegible]-625-985

**STATE COPY**

cc: State (H. S. Coulter) 3-29-79

U.S. [illegible]PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Lane | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Jim Gix and Ellis Jones, OSHD | | | |
| DATE OF INSPECTION<br>3-29-79 | INSPECTION MADE BY<br>T. P. Lowe, Area Engingeer | | PROJECT NO.<br>TQF-3(8) |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>96 % | WORK COMPLETED<br>100 % |

### PACIFIC HWY. WEST AT BARGER AVE. (EUGENE)
### PACIFIC HWY. WEST
### Traffic Signals

**Description of Project**

The project provided for installation of multi-phase traffic signals and incidental work common to this type of facility. Existing illumination will be installed on the new signal poles by Eugene Water & Electric Board.

**Scope of Inspection**

The completed work was observed in the field. The Resident Engineer indicated there were no significant material problems on this project.

RECEIVED
STATE HWY ENGR
APR 18 '79
REFER TO
Kearney
FOR ✓

| Info | [illegible] | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4-18
cy to

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8743

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 12, 1976

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8743 for traffic signal installation on the Pacific Highway West at Berger Avenue in Eugene, Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

6da
Enclosure

cc Smith & Crakes Insurance
98 West 11th Avenue
Eugene, OR 97401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc C. T. Kersey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Ellis Jones
L. E. George

8743

9

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Ellis Jones
L. E. George
SAIF
Fran

June 1, 1978

Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for traffic signal installation on the Pacific Highway West at Barger Avenue in Eugene, Lane County, for the sum of $29,098.30 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer on May 31, 1978, awarded you the project, which has been assigned Contract No. 8743.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8743 5-3-78 8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-3(8)

STATE PROJECT NO. See below

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80238

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | |
|---|---|---|
| 5/3/78 | 5/3/78 | FEDERAL ROUTE NUMBER Primary 3<br>STATE ROUTE NUMBER Primary 1W |

GENERAL LOCATION:

Pacific Highway West at Barger Avenue (Eugene) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement Striping (SF) $1,200

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $42,410, Federal Funds $36,375.

A signed copy of the Title Sheet is returned herewith.

Swan w/[illegible]
5-31

DATE 5/3/78

SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

TITLE Division Administrator

NOTED
F. B. KLABOE

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8743.                                                                 1W

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/20/78

5-25-78 Bid Letting ______ All Clear Deadline

SECTION PACIFIC HWY. W. @ BARGER AVE. (EUGENE)
Highway Pacific West
County Lane Region 3
Type of Work Signal (3 PH) Funds Trans
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide - No problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

814

8

October 7, 1977

Mr. Lee Brunquist
Superintendent
Junction City Public Schools
325 Maple Street
Junction City, OR  97448

Dear Mr. Brunquist:

980-R

Your September 27 letter indicated that the Junction City School Board supported the resolution by the Lane County Board of Commissioners regarding the need for improvements on ORE99.

The County Commissioners have been advised that there are currently three safety improvement projects scheduled for ORE99 between Eugene and Junction City. These are traffic signal installations at 1st Avenue in Junction City, at Clear Lake-Irving Road and at Barger Avenue. They were also advised that we would review the possibility of a safety project at the Prairie Road intersection.

TRA 7-[illegible] TRA 7-6 TRA 7-6

The 1976 accident rate for this section of highway was 1.36 accidents per million vehicle miles. This can be compared with a statewide rate of 1.38 accidents per million vehicle miles on similar type highways. Although accident data is only one part of the criteria which we use to justify expenditure of funds, the accident history on this section of highway, when compared to similar sections of highways throughout the state, makes it difficult to justify a major project.

If there are specific locations where problems with the school buses are occurring, would you contact our Region Engineer, Mr. Alfred Shirley, Jr., 1523 SE Cobb Street, P. O. Box 1128, Roseburg, OR 97470, telephone 672-6658. I am sure that he will review the situation with you.

Sincerely,

H. S. Coulter
State Highway Engineer

LEG:ds jh
bc E. S. Hunter
J. H. Versteeg
L. E. George
Alfred Shirley
L. W. Rulien

JUNCTION CITY PUBLIC SCHOOLS

325 Maple Street
Junction City, Or. 97448
Tel. 998-6311

OFFICE OF THE SUPERINTENDENT

September 27, 1977

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Gentlemen:

On behalf of the Junction City School Board and at their specific request, I am enclosing a copy of the Lane County Board of Commissioners' resolution concerning Highway 99. At the regular School Board meeting of September 26, 1977, the Junction City School Board went on record as strongly supporting the resolution of the Board of Commissioners. The Board wishes immediate action by the Department of Transportation to improve the hazardous conditions traveled by the district's school busses from the Airport Road to Junction City.

The Junction City School Board would appreciate your consideration.

Sincerely,

Lee Brunquist,

Lee Brunquist
Superintendent

lb:bjs

cc: Lane County Board of Commissioners

RECEIVED
STATE HWY ENGR

SEP 29 '77

REFER TO
[illegible]

FOR

| Info | [illegible] | R/D | C/R | Sign | Act. | File |
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IJ.c

IN THE BOARD OF COUNTY COMMISSIONERS FOR LANE COUNTY

STATE OF OREGON

IN THE MATTER OF DEFICIENCIES ALONG STATE HIGHWAY 99 ) RESOLUTION-77-9-21-11

WHEREAS, the number and type of accidents along State Highway 99 and, more specifically, at the intersection of other roads with Highway 99 is a matter of concern to the Board of County Commissioners and the citizens of Lane County; and

WHEREAS, the Board of County Commissioners acknowledges certain deficiencies exist in protecting the safety of the traveling public, including the roadway geometrics, travel speed and, on numerous occasions, weather conditions; and

WHEREAS the Board of County Commissioners has previously gone on record to support various types of improvements to Highway 99 for the correction of these deficiencies; and

WHEREAS, it is the intent and desire of the Board of County Commissioners to assist the traveling public by providing for a safe highway system within the County;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Lane County Board of Commissioners make known to the Oregon State Department of Transportation its strong recommendation that immediate consideration be given to mitigating measures to correct the deficiencies along State Highway 99 for the benefit of the citizens of Lane County.

Dated this 21 day of September, 1977.

Archie Weinstein

Chairman, Lane County Board of
Commissioners

8743

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
August 31, 1977
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Gary A. Potter, Manager
Environmental Section

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Pacific Hwy. West @ Barger Ave.
(Eugene)
Lane County

The subject signal project is located in northwest Eugene, about 0.6 mile inside the city limits. Here a 3-phase, traffic actuated signal is proposed. It would cost an estimated $40,000 with Transition Quarter Funding.

This signal meets warrants 2 and 3: Minimum Vehicular Volume and Interruption of Continuous Traffic. It has weighted value of 35, placing it reasonably high on the Statewide Traffic Signal Priority List. ADT at this location is 22,600.

Barger forms a slanted "T"-type intersection with OR99. Here OR99 has 4 lanes with a continuous left-turn refuge and paved shoulders to the south. To the north gravel shoulders prevail, and a structure is less than 100 feet away. Barger has 2 lanes with a continuous left-turn refuge. It also has curbs and bikepaths (on-street) on each side, as well as a sidewalk on the south side of the street.

Abutting land use is very run-down or vacant. An abandoned fruit stand and a marginal residence which may be occupied are located across from the intersection. Everything else is vacant - supporting only some random parking. There is literally nothing within reach of any impact.

The subject project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined that no new right-of-way will be required, and that this project is of a type for which the Statewide Assessment classifies this project as Non-Major.

The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

GAP:cjh

Attachment

cc: E. S. Hunter
Alfred Shirley w/attach
Eb Engelmann w/attach
Don Trout w/attach

RECEIVED
TECHNICAL SERVICES
SEP 6 '77
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8743

8

August 29, 1977

The Honorable Gerald Rust
County Commissioner
Lane County Courthouse
125 East 8th Street
Eugene, Oregon 97401

Dear Mr. Rust:

980-H

As promised at our July 18 meeting, we have reviewed traffic and accident data on the section of ORE99 between Eugene and Junction City for possible safety improvements.

There are currently three safety improvement projects scheduled in this section. These are traffic signal installations at 1st Avenue in Junction City, at Clear Lake-Irving Road, and at Barger Avenue.

Ira 7-6 Jct. City

Ira 7-6

Ira 7-6

Another cost-effective safety improvement that we can see at this time is at the Prairie Road intersection where there have been a number of rear-end accidents. Through a copy of this letter, I am asking our Region Engineer to determine if a safety project can be funded for this location. To meet the requirements for this type of funding, an improvement must yield a cost-benefit ratio competitive with other safety projects statewide.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. E. George
Alfred Shirley, Jr. - Please investigate and submit Title II request if justified.

LEG:ds srb

DATE: July 20, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Highway 99 Between Eugene and Junction City

During my visit with the Lane County Commission on July 18, I was asked to take a hard look at Highway 99 between Eugene and Junction City for possible safety improvements. I agreed to do this and report back to Commissioner Jerry Rust on the results of our investigation.

Please therefore have someone research the accident record on this highway and advise me if it appears reasonable to do some spot safety improvements.

FBK:srb

cc: Robert A. Burco

8743

8

August 25, 1977

MISC. CONTRACTS and
AGREEMENTS No. 6157

City of Eugene
City Hall
Eugene, OR 97401

Attention: S. P. Flagstad
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning installation of traffic signals on the Pacific Highway West at Barger Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8744 Church St.-Mill St. (Silv.) 1978
Sec. of Cascade Hwy.
(Grading & paving)

C°a 4838 10-31-[illegible]
73

April 24, 1980

Safeco Insurance Company of America
1500 S. W. First Avenue
Portland, OR 97201

CON 5
#8744

Gentlemen:

A post-final payment for $150.00 will be made to Gervais Construction Co., on Contract No. 8744 for work on the Church Street-Mill Street (Silverton) Section of the Cascade Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $149,690.19 including the post-final payment. Of the total $23.83 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

gnk

cc: Gervais Construction Co.
5655 Ferschweiler Lane
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

7 + 4

L.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 18, 1980

CON 5

Gervais Construction Co.
5655 Ferschweiler Lane
Woodburn, OR 97071

Gentlemen:

Re: Time Extension Request
Church St.-Mill St. (Silverton)
Contract No. 8744

Your request for additional contract time on the above project has been reviewed to the best of our ability in view of the lack of supporting data to substantiate claimed delays. A time extension of 1½ calendar days is granted due to the cement shortage. It does not appear that the other items stated in your request delayed project completion and therefore additional time is not granted for these items.

Should you wish to submit additional data, please contact the Resident or Region Engineer.

Very truly yours,

C T Keasey

C. T. Keasey
Ass't. State Highway
Engineer

H. S. COULTER
Noted

CTK;mk

cc: H. S. Coulter
C. O. Fredrickson
Ken Wolfe
Bob Church

RECEIVED
STATE HWY ENGR
APR 21 '80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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|  |  |  |  |  |  |  |

Form 734-3123

8744

2

December 21, 1979

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

CON 5
#8744

Gentlemen:

Contract No. 8744 awarded to Gervais Construction Company for work on the Church Street-Mill Street (Silverton) Section of the Cascade Highway in Marion County was completed on November 3, 1978 and accepted by the State Highway Engineer on December 19, 1979.

Final payment in the amount of $2,276.56 will be released to the contractor after December 27, 1979. The total contract amount is $149,540.19, including $23.83 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: Gervais Construction Co.
5653 Perschweiler Lane
Woodburn, OR 97071

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8744

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments
DEPT.

378-6594
TELEPHONE

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: December 18, 1979

FROM: RDChurch for
C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8744, Work Completed November 3, 1978

Project Church St.-Mill St. (Silverton)

Highway Cascade

County Marion

Type of Work Grading & Paving

Contractor Gervais Construction Co.

Recommended Acceptance Date December 19, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

APPROVED
HSCoulter
STATE HIGHWAY ENGINEER
Date 12/19/79

12-20
orig to Head
cy to Construction

27

Surety Co. notified
12-21-79

8744

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 30, 1979

RECEIVED
STATE HWY ENGR
JAN 30'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S.COULTER

Craig L. Clark
c/o Homeseekers Agency
PO Box 374
Silverton, OR 97381

Dear Mr. Clark:

Thank you for your appreciation of the improvement project on the section of Highway 213 which goes through Silverton. The Oak Street project is one which we and the City of Silverton have been working on for many years and it is nice to see something this beneficial to the traveling public completed.

8744

The signing on this highway is under the jurisdiction of the State Highway Division. I have discussed the 25 mph signing with the District Engineer in charge of this area and he or one of his people will review it in the near future. If any signs are lacking, they will be installed.

Ina 7-8-9
Silverton

Other improvements on Highway 213 have been handled through our highway betterment funding which is a maintenance activity under our operating budget. As you are probably aware, funding within the Highway Division is rather tight, and our maintenance activity as well as construction activity has been somewhat curtailed. It is very questionable that funds will be available for any additional widening on Highway 213 in the near future. This, in effect, also dictates our striping policy in that a road has to be a certain width before a shoulder stripe can be placed. You may be certain, however, that such monies as are available for highway betterment projects will be placed in those areas throughout the state where the worst hazards exist and where this type of an improvement is possible.

Mai
12-13
Cascade
5.

A copy of your letter is being sent to the District Engineer in charge of this area with the request that he stop in and talk to you at some time when he is in the area. He can better explain what our situation is and relate to you our program for minor highway improvement.

Very truly yours,
ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

cc: H. S. Coulter ✓

CRAIG L. CLARK
Real Estate Broker
C.R.S. - G.R.I.

(503) 873-6376
873-6377

**THE HOMESEEKERS AGENCY**
"Real Estate — Since 1924"
Silverton, Oregon 97381

January 25, 1979

State of Oregon
Highway Dept.
Salem, Oregon
Attn: Silverton Division

Dear Sirs,

Recently you completed a very nice improvement on the section of Hwy. 213 which goes thru Silverton. The portion is between Mill St. and Church St. on Oak St.

The portion has been signed coming down the hill and going west, for a 25 mile per hour speed limit. The corresponding sign, however, has not been placed going up the hill for 25 miles per hour. It is desperately needed as the new wide street invites speeding.

I have talked to your field man who said it was the city's responsibility. I have talked to the city and they say it is the state's responsibility.

The fact is that we need the sign now! I am a resident on the street and I come out onto Oak Street just below 5th Street many times a day. It is definitely an unecessary hazard. Would you please be good enough to resolve this little problem in the near future. It might just save a life some day.

While I am writing I would like to suggest that your engineers take a look at the portion of Hwy. 213 from the City of Silverton city limits for a distance of about 2 miles east. You have widened Hwy. 213 to the city limits which, of course, invites increased speed. The road then suddenly narrows and sends cars at a high rate of speed into a very hazardous stretch of highway, narrow, rolling and heavily populated on both sides.

I would suggest to you that there are two things that should be done. First, the stretch of highway should be posted to reduce the speed, and secondly, the portion should be improved by widening and stripping and other cautionary signs should be installed as needed.

I know of at least two deaths that have occured in this stretch that I am referring to and there have been numerous other accidents in this portion attributable to narrow, winding, rolling road, excess speed, and the heavy population on each side.

I would like to discuss the matter with one of your engineers when they are in the area. I might be helpful in pointing out some of the problems. I own property with frontage on the section I am referring to and speak on the matter from substantial experience.

May I please hear from someone in the near future on this matter.

Yours truly,

Craig L. Clark

Craig L. Clark

CC;cs

RECEIVED
STATE HWY ENGR
JAN 29 '79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig to

8744

DATE: December 8, 1978

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Church Street-Mill Street (Silverton)
Contract No. 8744

This State-financed grading and paving project has recently been completed and an overrun in project authorization is apparent. The current estimated cost is $186,393, which is an anticipated overrun of $17,559, or 10.4 percent.

The authorization overrun is attributable to the project engineering charges. Due to the pressing work load in the local area at the time, the engineering was largely performed by borrowed and inexperienced personnel. The work load also necessitated traveling between projects during the shift and the payment of overtime. Five changes in project superintendents by the contractor during the four months of construction also contributed to the high engineering cost due to lack of coordination in the work.

It is recommended that the project authorization for this contract be increased by $17,559 to a new total of $186,393. This matter will be on the consent calendar for your December meeting.

WR:mk ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Kassey
C. O. Fredrickson
V. E. Skoog
George Bell

8744

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: CON 5 #8744

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 6, 1978

Warren Richards

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Increased Project Authorization Request
Church St.-Mill St. (Silverton)
Marion County
Contract No. 8744

This State grading and paving project was awarded on June 9, 1978 with a total project authorization of $168,832.39. The project has recently been completed and the current estimated cost is $186,392.81. This is an anticipated overrun of $17,560.42, or 10.4%.

Engineering is anticipated to overrun the $13,387.59 authorized by approximately $21,600. This is partially due to lack of experience on the part of the survey crew and the project inspector. Much of the staking had to be redone and progressed slowly. Also, more than the usual amount of supervision by the resident engineer and his assistant was required to enable the inspector to fulfill his duties.

The contractor made several changes in superintendents and often no superintendent was on the project. This hampered communications and had an adverse effect on the engineering costs.

A rough draft letter to the Transportation Commission together with a request for an increased project authorization is enclosed.

PCRB approval is not required.

NOTED
H.S. COULTER

OBJ:WR:fr

Enc.

cc: C. O. Fredrickson
Ken Wolfe
Robert Church

RECEIVED
STATE HWY ENGR.
DEC -7 '78
REFER TO
FOR

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8744

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Church St-Mill St (Silverton)

WEEK ENDING: November 4, 1978

SECTION PREFIX: 124-1135

HIGHWAY: Cascade

COUNTY: Marion

NAME OF JOB: Church St-Mill St.

KIND OF WORK: Grade and pave

CONTRACTOR: Gervais Construction Co.

CONTRACT NUMBER: 8744

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 9, 1978

DATE WORK STARTED: June 19, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 110

CALENDAR DAYS USED: 131

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 119%

PROJECT AUTHORIZATION: $ 168,832.39

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%

EXCLUSIVE OF ENGINEERING: $ 155,444.80

ENGINEERING AUTHORIZATION: $ 13,387.59

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 125%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 184,542.56

ENGINEERING COST TO DATE: $ 30,000.00

DATE PROJECT WAS COMPLETED: October 31, 1978

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 18.7

PERCENT OF AUTHORIZATION: 224 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100 % | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.25 | 0.25 | | | 0.25 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.25 | 0.25 | | | 0.25 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 640 CY | 840 Ton | | | 1120 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 640 Cy | 860 Ton | | | 1044 Ton |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 600 CY | 860 Ton | | | 1044 Ton |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

1-Truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY Oct. 29 | Cldy, Shwrs | 129 | | |
| MONDAY | Clearing | 130 | | |
| TUESDAY | Clear | 131 | | Day Count Stopped |
| WEDNESDAY November 1 | Clear | — | | |
| THURSDAY | Ptly Cldy, Shwrs | — | | |
| FRIDAY | Cldy, Shwrs | — | | |
| SATURDAY | ********** | — | | |

RECEIVED
NOV 7 1978
CONSTRUCTION BRANCH

Jackmond
Hopkins
Williams
Johnson
Shipp
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No activity. |
| MONDAY | Contractor cleaning-up job and working on Handrail. |
| TUESDAY | Same. |
| WEDNESDAY | No activity. |
| THURSDAY | Same |
| FRIDAY | Same |
| SATURDAY | Same |

## REMARKS

Final Inspection scheduled for November 6, 1978.

Re-feathering of A.C. on terminals of Oak St to be done yet. Also awaiting price for A.C. curb on Hill St & along signal pole @ Oak & Church St.

THIS IS THE FINAL REPORT.

SIGNED K. D. Wolfe LOCATION Salem

DISTRIBUTION: Construction (2), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#8744

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 20, 1978

FROM: J. H. Versteeg
Engineering

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Status Report
Preliminary and Construction Engineering Costs
Mill St.-Church St. (Silverton) Section
Contract No. 8744

Preliminary and construction engineering to date on this $155,444 project is $45,495. The PE and construction engineering are 29% of the project authorization. I would guess another $2,000 to $4,000 of engineering money will be spent to complete paving of the project.

Of the above amount the preliminary engineering total was $20,500 or 13% of the authorization. Construction engineering to date is $25,000 which is 16% of the project authorization. The total PE and construction engineering will cost an estimated 32% of the project authorization.

JHV:jh

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 23 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8744

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1978

Gervais Construction Co.
3633 Furschweiler Lane
Woodburn, OR 97071

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8744 for work on the Church Street-Mill Street (Silverton) Section of the Cascade Highway in Marion County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

Enclosure

cc Safeco Insurance Company of America
1900 S.W. First Avenue
Portland, OR 97201

bc C. T. Keeney
Walt Hart
Robert Church
Jim Kinne
C. O. Fredrickson
Ken Wolfe

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

June 15, 1978

Mr. Cecil W. Head
Commission Services, Dept. of Transportation
104 Transportation Building
Salem, Oregon 97310

Re: Contract No. 8744 Church St.-Mill St. (Silverton)
grading and paving
Contractor: Gervais Construction

Dear Mr. Head:

Enclosed are executed contract documents containing the required performance bonds for the above referenced project.

Very truly yours,

K L & K ASSOCIATES, INC.

Gail Custer

Gail Custer

/gc

Encls.

cc: Gervais Construction
5655 Feschwieliar Ln.
Woodburn, Oregon

NOTED
C. W. HEAD

RECEIVED
JUN 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8744

9

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Ken Wolfe
SAIF
Fran

June 9, 1978

Gervais Construction Co.
5633 Ferschweiler Lane
Woodburn, OR 97071

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for work on the Church Street-Mill Street (Silverton) Section of the Cascade Highway in Marion County for the sum of $145,301 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Silverton and when the sum of $42,200 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8744.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 21, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8744

8

Salem, Oregon
May 8, 1978

60-SC

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 25, 1978 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 25 on the following projects:

1. Milwaukie-Gladstone
   SE River Road, Clackamas County
   Grading and Paving

   Class II and Class III bikeways incorporated in this project.

2. Molalla River State Park, Clackamas County
   Grading, Paving and Toilet Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Coos Bay and North Bend Pavement Marking, Coos County
   Pavement Marking

   Same as No. 2.

4. Dayville Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Same as No. 2.

5. Ashland Pavement Marking, Jackson County
   Pavement Marking

   Same as No. 2.

6. Wolf Creek Tavern State Wayside, Josephine County
   Grading, Paving and Sewage

   Same as No. 2.

7. Pacific Highway West at Barger Avenue (Eugene)
   Pacific Highway West, Lane County
   Traffic Signals

   Same as No. 2.

8. Church Street-Mill Street (Silverton)
   Cascade Highway, Marion County
   Grading and Paving

   Three-foot shoulders and sidewalk being provided. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Heppner Rock Production
   Wasco-Heppner Highway, Morrow County
   Aggregate Production

   Same as No. 2.

10. SW Barbur Boulevard at SW Miles Street, W Burnside Street at NW 23rd Avenue, and SW 1st Avenue at SW Arthur Street
    Portland City Streets, Multnomah County
    Traffic Signals

    Same as No. 2.

11. NE Glisan Street Undercrossing
    East Portland Freeway, Multnomah County
    Structures

    Eight-foot sidewalk bikeways to be included in this project.

12. Ross Island Bridge-SE 52nd Avenue
    Mt. Hood Highway, Multnomah County
    Building Alteration and Repair

    Same as No. 2.

13. Echo-Rieth, Umatilla County
    Guardrail Installation

    Same as No. 2.

14. Imnaha River (Freezeout) Creek Bridge, Wallowa County
Structure

Four-foot shoulders, 20-foot travelway.
Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

15. SW Allen Boulevard at Lombard Street (Beaverton)
Washington County
Traffic Signals

Same as No. 2.

16. Pacific Highway West-SW 3rd Street (Sherwood)
Washington County
Grading and Paving

An 8-foot sidewalk bikeway will be incorporated in this project.

DNS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8744

8

May 5, 1978

Mr. D. K. Robinson
City Manager
City of Silverton
306 S. Water Street
Silverton, OR 97381

Dear Mr. Robinson:

I am sympathetic to your recent proposal to replace the City's Oak Street water line between Mill and Hill Streets.

However, this proposed replacement goes beyond the intent of our agreement. As I understand it, the replacement does not need to be done to construct the project. Rather, it is an upgrading desired by the City to save money if done now. It would also be desirable to the State by saving future construction congestion and pavement cuts.

Assistant Attorney General, Walt Barrie, informs me that to approve the request would violate the constitutional provision concerning the use of highway user funds. Therefore, we cannot participate in this item of work.

I would like to work with your City on this matter in case there are other solutions not previously considered. Therefore, I am requesting C. O. Fredrickson, Region Engineer, to have a member of his staff contact you.

I hope a solution can be found so this upgrading can proceed now and the City and State both benefit with the elimination of future pavement cuts and traffic interference.

Thank you for this further opportunity to work out a solution to this problem.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

bc: L. W. Rulien
E. S. Hunter
C. O. Fredrickson
Jack Cartwright
H. S. Coulter
D. H. Moehring
J. H. Versteeg

GW:cw srb

CITY OF SILVERTON

306 SOUTH WATER STREET SILVERTON, OREGON 97381 (503) 873-5321

May 1, 1978

Mr. F. B. Klaboe
Assistant Director of Operations
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The City and State are prepared to commence reconstruction of the Oak hill section of state designated highway within the city of Silverton. However, one point of contention has arisen concerning the construction of an 8-inch water line between Mill and Hill streets replacing an existing 3-inch water line between these two points.

Don Bedford and others from the State Transportation Division have informed the City that the State cannot place the construction of this 8-inch main within the terms of the street improvement agreement. The agreement calls for the State paying 75% and the City 25% for relocation of utilities where relocation is necessary to conform with the plans of the project.

Mr. Bedford and others contend that construction is not causing abandonment of the three inch main but rather is the City's expressed desire to upgrade the water main for fire flow purposes. This is true, however, the proposed construction precludes the City from ever relocating this water line at a later date. Thus we feel the construction is affecting the relocation of this necessary water line improvement.

The water line improvement must be made at the time the street is improved and the City has offered to supply the necessary pipe for this improvement with the State contractor making installation. We feel this is going beyond the 75-25 project arrangement, but the City is willing to do this in order to get the line relocated.

We ask that you assist in solving this minor issue. We would be pleased to meet with you personally as well as others from the transportation department should you feel it necessary. Thank you for your consideration of our request. With best regards, I am

Sincerely,

Douglas K. Robinson
D. K. Robinson
City Manager

DKR:os

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already one
in handling

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DOT OPERATIONS
MAY 02 '78
REFER TO Warren
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cc David L. Trapp, City Consulting Engineer
Ken Wolf, Resident Engineer
Phil Stearns, Region and Federal Aid Specialist
Don Bedford, Region Utility Engineer
Don Harwell, Department of Transportation
John Sheldrake, Department of Transportation

8744

160

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78

Donald L Kent

5-25-78 Bid Letting ______ All Clear Deadline

SECTION CHURCH ST.-MILL ST. (SILVERTON)

Highway Cascade South

County Marion Region 2

Type of Work G.P Funds State

State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No significiant problems |
| Write-off Letter | ☒ | | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ | |

8744 160

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 11, 1978

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Church Street-Mill Street
(Silverton)
Cascade Highway
Marion County

Preliminary plans for the project were reviewed in a meeting at Ken Wolfe's office, April 5, 1978.

The meeting was attended by:

Robert Royer, Region 2 Construction Engineer
Rick Kuehn, District Engineer
Ken Wolfe, Resident Engineer
Jim Dumler, Assistant Resident Engineer
Art Brummitt, Specifications
Roger Morse, Sign Design
Al Hansen, Senior Designer
Fred Eriksen, Design Engineer Supervisor

The following plan details were reviewed:

1. Ken Wolfe indicated it would not be possible to continue the curb as far around the outside of the Hill Street connection curve as shown on the plan. The curb should be stopped at Sta. 0+44 Lt. and a shoulder section carried beyond that.

2. Plans should be revised to show new walk from Sta. 4+00 Rt. bending gradually to the curb and paralleling the curb to Sta. 5+10±.

3. Ken Wolfe indicated he would like to use the CTB (instead of A.C.) for leveling over the old pavement to a minimum thickness of about 2-inches.

4. It was proposed 1"-0" be the maximum size aggregate for CTB.

5. It was indicated some aggregates should be provided for temporary driveway access during construction. How much?

6. The sidewalk overlay should be changed from 8" shown to 11".

7. A CG-1 inlet should be added at Sta. 12+90 Lt.

8. A pole on the northeast corner at Church Street intersection supporting the flashing beacon is approximately 4 feet from the edge of pavement and should be moved. Guardrail protection was discussed, but relocating the pole is more desirable.

9. There are three or four mailboxes on the project to be moved and reset.

10. Roger Morse presented the detour plan for heavy truck traffic and the detour plan for light vehicle traffic. The project will be closed to through traffic during construction.

11. A detail for concrete steps for private use will be added. Private walk adjustments may need one or two steps from Sta. 7+00 to 12+00 Rt. - these will have to be determined on construction.

FE:ab
cc: To all participants

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
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ENGINEERING
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8744 160

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

March 31, 1978

Don

**FROM:** Donald E. Shaffer
Bicycle Route Engineer

**SUBJECT:** Striping Plan
Church Street-Mill Street
(Silverton) Section
Marion County

**TO:** A. D. Olson
Preliminary Design Engineer

Although it has not been customary in the past, I ask that a fog line be striped at the edge of the 12-foot travel lane on the above project. This would provide a definitive area for bicyclists to ride and provide more motorists visibility under adverse weather conditions.

DES:mc

400' ± 6% grade
800' ± 8 to 10% grade

Bicycles shouldn't be trying to ride up this or stay in the outside 3' so a car could pass on the downgrade. Fog line may be a good idea - but not if it attracts bicycles. In town, illuminated - not recommended. ADO.

Versteeg
Christensen ADO 2
George
I Olson ADO.
Terpin
Sullivan
Scott
Savage

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MAR 31 1978

ENGINEERING SECTION

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Cole
✓ Eriksen FE.
Hagen
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Wersen
Lou
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BY FINAL DESIGN ENGINEER

Copy to Shaffer
ADO.

8744

GENERAL FILES

2

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 30, 1978

FROM: J. H. Versteeg
Engineering

SUBJECT:

TO: Duane Christensen
Final Design Engineer

NOTED
E. S. HUNTER

Attached is a copy of a letter from the Silverton City Manager indicating that they have $32,000 available for matching funds on the Oak Street Project in Silverton. Please proceed to design an improvement project keeping in mind that the total cost should not exceed $128,000.

JHV:jh
cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
C. O. Fredrickson

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JAN 31 '78

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Phil

# CITY OF SILVERTON

306 SOUTH WATER STREET SILVERTON, OREGON 97381 (503) 873-5321

RECEIVED

JAN 30 1978

ENGINEERING SECTION

Christensen
George
Olson
Terpin
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January 26, 1978

Mr. Phil Stearns, Region Federal Aide Specialist
Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

Dear Phil:

Thank you for your recent phone call requesting clarification of the city's financial capability to fund it's portion (25%) of the total Oak street (Mill to Church) renovation project.

In a letter dated July 12, 1976 and addressed to Larry Rulien, the city indicated that Silverton voters had approved a special levy providing $16,000 per year for two years to improve Oak street. This would provide the city with $32,000 for this project. The city has the $32,000 available at this time. Based on the 1973 agreement between the city and the State of Oregon whereby the state agreed to pay approximately 75% of the total project costs and the city 25%, the city would be able to participate in a project totalling $128,000.

In September of 1977 a letter was sent to Mr. Klaboe again advising that the city had approved a two year serial tax levy for the improvement of the Oak street hill. The letter mentioned that the funds had been set aside for use as the city's portion of the total project cost.

We appreciate your efforts to get this project fully funded. The city feels that the projected budget of $78,000 for the project does not adequately provide for the traffic, pedestrain and safety needs at this location.

Again thank you for your assistance on our behalf. With best regards, I am

Sincerely,

Doug Robinson

D. K. Robinson
City Manager

DKR:os

cc D. L. Trapp, Director of Pub. Works

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0 1978
LOCATION SECTION

8744

160

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date December 23, 1977 Week ending December 24, 1977

Job name Mill St. - Church St. (Silverton) Highway Cascade (South)

County Marion

Job prefix 124-1401

Anticipated per mile cost of survey 23,900.00

| | Unit 1 Unit name Mill St. - Church St. | 2 | 3 | 4 |
|---|---|---|---|---|
| Mileage — Total | 0.23 | | | |
| Mileage — Staked — Preliminary | 0.23 | | | |
| Mileage — Staked — Location | | | | |
| Per Cent Complete — Field | 92 | | | |
| Per Cent Complete — Office | 70 | | | |
| Date of Survey — Started | 10/24/77 | | | |
| Due Date | 1/3/78 | | | |
| To be completed | 1/9/78 | | | |
| Estimated construction cost | 78,000.00 | | | |

1. City has to decide whether or not they want a hearing
2. Amount of Cities available money is unsure for their share of this project.
3. Job is now in Location Office

Expenditures — This Week — Salary [illegible]32.00

Other -0-

Previous total [illegible],0[illegible]7.82

Total (including this week) 7,2[illegible].82

Anticipated total [illegible],700.[illegible]

Authorization — Field (901) 5,500.00

Per cent expended 13[illegible]%

Anticipated overrun 75%

Mail address P.O. Box 140[illegible]0 9731[illegible]

Residen Engineer

Signed K. D. Wolfe

Title Res. Engr.

REPORT OF WEEK ACTIVITIES

Field; No Activity
Office; 4 men, 4 days; working on detail map, profile grades and cost estimate.

$41,000

9700
4
38800

BEN GIFFORD

NOTED
G. C. [illegible]

NOTED
W. N. HACKLEMAN

CARSTENSEN

Distribution; Location, Construction, Region, R/W, Dick Nelson, File.

8744

160

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 23, 1977

FROM: J. H. Versteeg
Engineering

J H Versteeg

SUBJECT: Status Report
Mill St.-Church St. (Silverton)
Cascade South Highway
Marion County

TO: E. S. Hunter
Technical Services Engineer

NOTED
E. S. HUNTER

The proposed project consists of widening on the northerly side of Oak Street 6', straightening a 100' section of curb and overlaying Oak Hill between Mill and Church Streets. The construction finance agreement stipulates that the City will pay 25% of the cost of the project and the State 75% of the cost.

The field survey will be completed and submitted by Region 2 by the end of December 1977. The planned project does not require any right-of-way. Contract plans and specifications can be completed by the end of February. This is assuming that there will be no problems with funding, right-of-way, drainage, utilities or that the City does not request a different project then the one that has been agreed to.

Project costs are estimated to be $80,000. This project can be programmed with the FHWA for construction with FAS funds if you decide to go that route.

Region 2 Traffic Engineer has investigated the need for a signal and a left turn refuge at the intersection of Church and Oak Streets. Warrants are not met for either a signal or a left turn refuge based on the traffic engineering analysis. This does not mean that we shouldn't consider these as a part of the project if the City makes a strong case for the signal or the left turn refuge and that there is adequate funding for either or both of them.

Attached is a bar chart that displays the activities and time to complete the preliminary engineering on the Oak Hill Project.

JHV:jh
Attachment

REFERRED TO
1 Versteeg ✓
2 Christensen Doc
George
Beard ✓ Dorn Olson
Cole Sample Terpin
Eriksen Watson Sullivan
Hager Lau Scott
[✓ Return] Discuss Do File Copy Due Savage
BY FINAL DESIGN ENGINEER

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OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date October 28 1977 — Week ending October 28 1977

Job name Mill St. - Church St. (Silverton) — Highway Cascade (South)

County Marion

Job prefix 124-1401

Anticipated per mile cost of survey 23,900.00

| | | | Unit 1: Mill St.-Church St. | 2 | 3 | 4 | Total Survey Section |
|---|---|---|---|---|---|---|---|
| Mileage | | Total | 0.23 | | | | |
| | Staked | Preliminary | 0 | | | | |
| | | Location | | | | | |
| Per Cent Complete | | Field | 10 | | | | |
| | | Office | 0 | | | | |
| Date of Survey | | Started | 10/24/77 | | | | |
| | | To be completed | 12/31/77 | | | | |
| Estimated construction cost | | | | | | | |

| | | | | |
|---|---|---|---|---|
| Expenditures | This Week: Salary | 1,001.95 | Authorization: Field (901) | 5,500.00 |
| | This Week: Other | 30.11 | Per cent expended | 19% |
| | Previous total | ——— | Anticipated overrun | - |
| | Total (including this week) | 1,032.06 | Mail address | P.O. Box 14030<br>Salem, Oregon 97310 |
| | Anticipated total | 5,500.00 | | |

Signed K. D. Wolfe
K.D. Wolfe

Title Resident Engineer

## REPORT OF WEEK ACTIVITIES

Field: Ave. 3 men, 2 days; Estabishing centerline.

Office: No activity.

A "News Release" was sent to the Oregon Statesmen, the Capitol Journal, and to the Appeal Tribune(Silverton), also a copy to B. Parker.

The City Manager of Silverton was contacted Thursday (10-27) to give written notice to abutting property owners.

NOTED
W. N. HACKLEMAN

CARSTENSE

NOTED
G. C. WILLS

DISTRIBUTION: Location, Construction, Region, R/W, Dick Nelson, file.

*INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer; triplicate to be retained.*

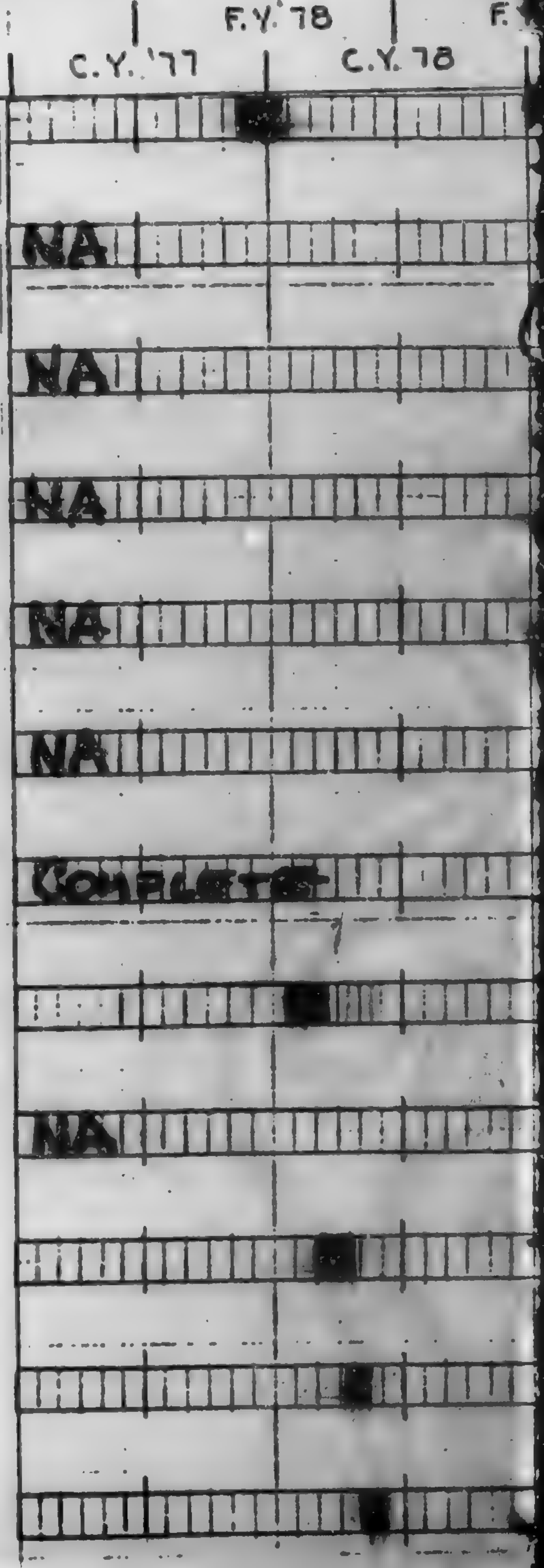
*(Use back if additional space is required)*

Project: MILL ST.-CHURCH ST. Category

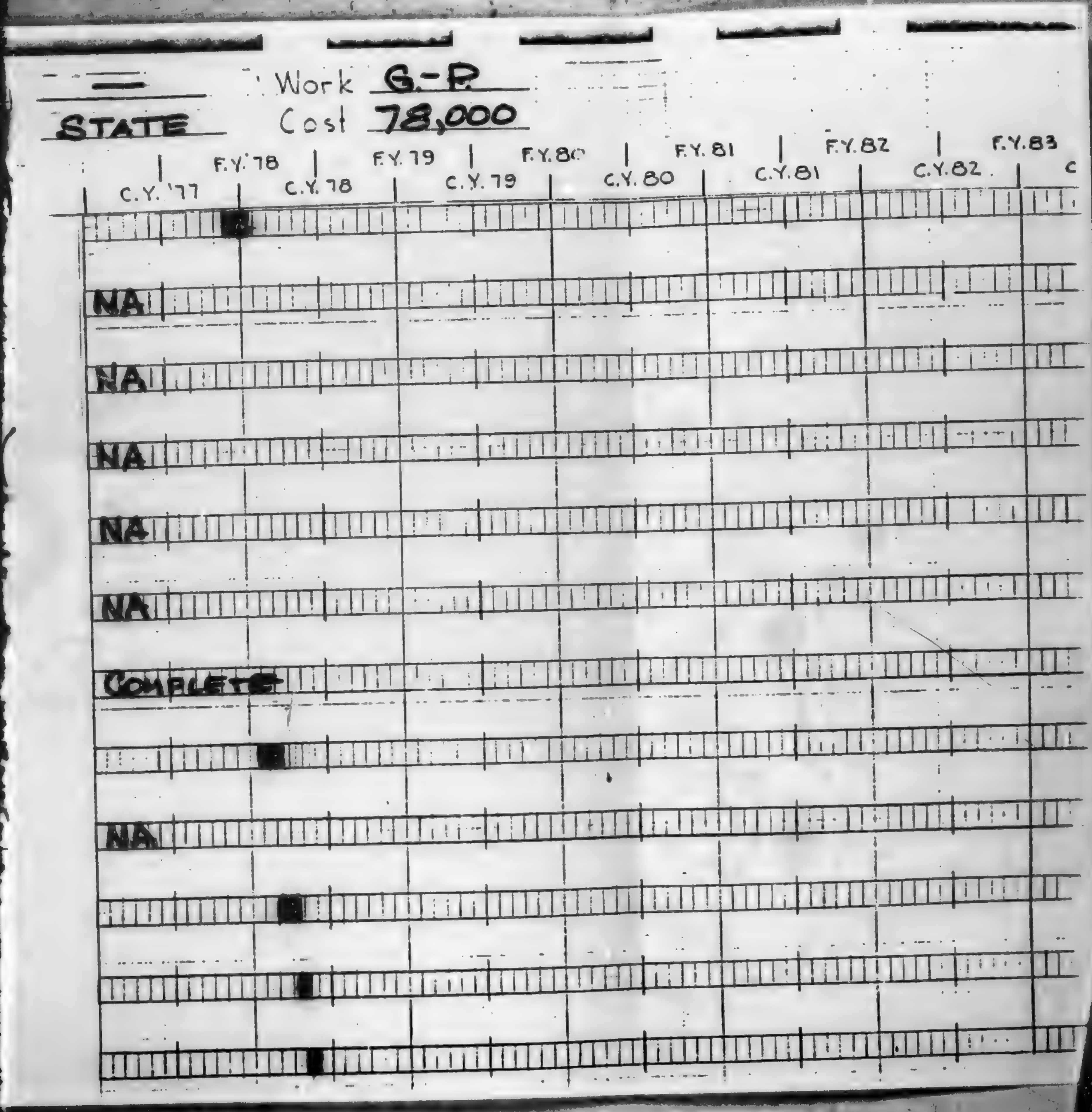
Work

Highway: CASCADE SOUTH Funds STATE Cost

County: MARION



| | |
|---|---|
| 1. Complete field location survey | |
| 2. Draft environmental impact statement | NA |
| 3. Prepare negative declaration | NA |
| 4. Prepare exhibits, advertise and hold combination corridor/design hearing. | NA |
| 5. Analyze hearing transcript and prepare study report | NA |
| 6. Complete final environmental impact statement | NA |
| 7. Obtain approval for project from Transportation Commission and Federal Highway Administration. | COMPLETE |
| 8. Complete preliminary plans and right of way descriptions | |
| 9. Negotiate and purchase right of way. | NA |
| 10. Complete final plans. | |
| 11. Prepare specifications. | |
| 12. Advertise and award contract. | |



STATE

Work G-P

Cost 78,000

F.Y. 78 | F.Y. 79 | F.Y. 80 | F.Y. 81 | F.Y. 82 | F.Y. 83

C.Y. '77 | C.Y. 78 | C.Y. 79 | C.Y. 80 | C.Y. 81 | C.Y. 82 | C

NA

NA

NA

NA

NA

COMPLETE

NA

8744

Silverton

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 14, 1977

TO: Hal Versteeg
Head of Engineering

ES Hunter

FROM: E. S. Hunter
Technical Services Engineer

SUBJECT:

The City of Silverton has obtained money through a bond sale for improvement of the Oak Street Hill section. This section has needed improvement for a long time and now that money is available, it is imperative that we proceed with the project and get it under contract early this spring.

Please look into the status of the project and give me a report regarding what is needed to assure a contract letting next spring.

ESH:ja

cc F. B. Klaboe
D. H. Moehring

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
NOV 14 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

8744

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 4, 1977

FROM: George C. Wills
Field Location Engineer

SUBJECT: Mill Street-Church Street
Cascade South Highway #160
Marion County

TO: FILE

The subject project has been reviewed. Survey work is on schedule and will be completed in mid January.

Normal time for minor project to PS&E is 16 weeks from survey completion. Since this project is apparently to be State funded, it is possible that this time could be reduced to 8 weeks as shown on the PMS run.

The attached bar chart shows dates for completion of applicable events.

GCW:jp
Attachment

cc E.S. Hunter
J.H. Versteeg
D.H. Moehring
John Sheldrake

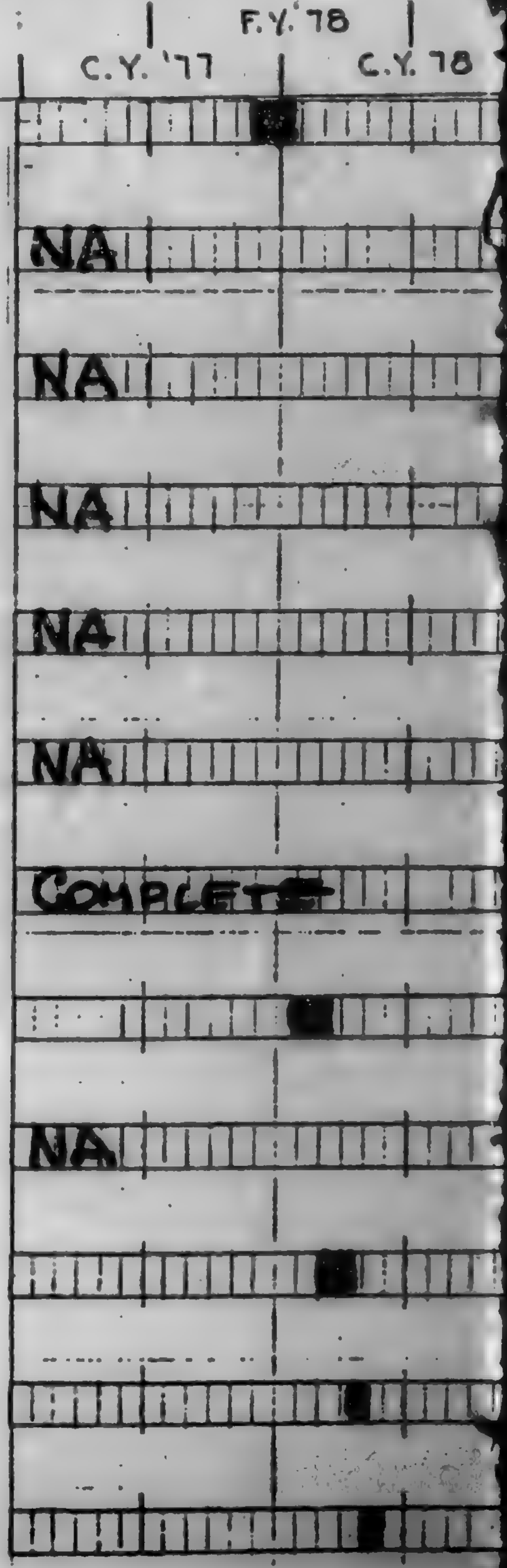
NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 4 77
REFER TO
FOR

Project: MILL ST-CHURCH ST Category — Work

Highway: CASCADE SOUTH Funds STATE Cost

County: MARION



1. Complete field location survey

2. Draft environmental impact statement

3. Prepare negative declaration

4. Prepare exhibits, advertise and hold combination corridor/design hearing.

5. Analyze hearing transcript and prepare study report

6. Complete final environmental impact statement

7. Obtain approval for project from Transportation Commission and Federal Highway Administration.

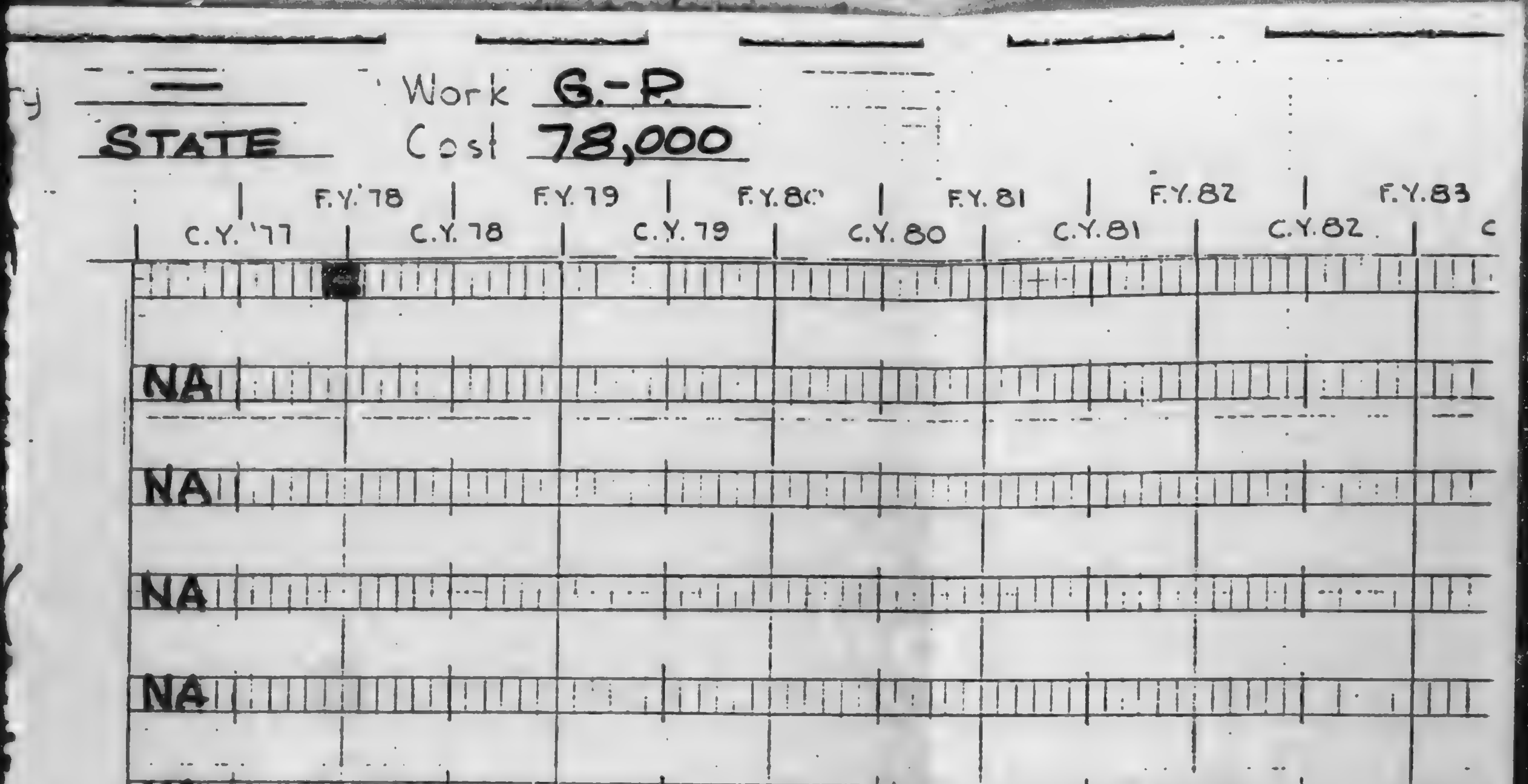
8. Complete preliminary plans and right of way descriptions

9. Negotiate and purchase right of way.

10. Complete final plans.

11. Prepare specifications.

12. Advertise and award contract.



ry

STATE

Work G.-P.

Cost 78,000

| F.Y. 78 | F.Y. 79 | F.Y. 80 | F.Y. 81 | F.Y. 82 | F.Y. 83 |
|---|---|---|---|---|---|

| C.Y. '77 | C.Y. 78 | C.Y. 79 | C.Y. 80 | C.Y. 81 | C.Y. 82 | C |
|---|---|---|---|---|---|---|

NA

NA

NA

NA

NA

COMPLETE

NA

8744

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

October 18, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Mill St-Church St (Silverton) Section
Cascade South Highway
Marion County

TO: J. H. Versteeg
Head of Engineering

The project is included on the tentative program "A" for Fiscal Year 1981 with a cost of $78,000.

The project has lain dormant since the survey approval was received 9-22-76. I have been informed by Region that the field survey will begin in November and be completed by the first of the year. I understand it is to be assigned to Ken Wolfe.

The project is classified a Category 3 Nonmajor action and was concurred in by the FHWA 9-24-76.

No right of way is required.

Region expresses intent to widen the street 6 feet on the southbound side. The estimate of $78,000 shown in the 6-Year Program is as close as can be determined at this time.

The project is identified in the PMS Report, PMSV-1709, dated 9-15-77 on Page 32 as being approved to proceed to the completion of the field survey.

An agreement with the City of Silverton was made in October, 1973 and approved by A. E. Johnson, Acting State Highway Engineer. If my memory is correct, the City passed a special levy to provide their match money.

Currently, the project is to be constructed with State funds. However, assuming Federal funds would be used for construction, the following timetable could be appropriate:

| | |
|---|---|
| A-95 Review | 2 months |
| Survey | 2 months |
| Plans and Specs | 4 months |

A May or June letting would be the earliest date for contracting on a normal project development basis.

1 Versteeg
2 Christensen
George
3 Olson
Terpin
4 Sullivan
Scott
Savage

RECEIVED
OCT 19 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

If the project is to be developed prior to Fiscal 1981, authorization to proceed should be secured immediately and instructions to advance the project given to all concerned.

Mr. Klaboe's statement from his letter of 9/26/77, that "we will hopefully undertake construction on this project during the 1978 construction season." would be contingent on the outcome of hearings for the 6-Year Program.

GCW:mc

```
PMS-V2                    PROJECT INSTANT REPORT
                                                          DATE: 22NOV77
PREFIX NO: 1241401  F.A. PROJECT NO.

SECTION:MILL ST.-CHURCH ST. (SILVERTON.)
                                             MILE POST: 29.3 LNG:    .2
HIGHWAY:CASCADE SOUTH
COUNTY:MARION                DISTRICT: 03 REGION:2  URBAN/RURAL AREA:M
CITY:SILVERTON

PROGRESS:                                      STAGE OF ENGR:PSEDOC
  COMMISSION ADOPTION:          24OCT73       ENGR BY OTHERS:
  ASSESS. CATEGORY:             3NM
  A-95 STATUS:                  EXEMPT
                                              FHWA PROG. APPR:
  ANNUAL PROGRAM ITEM NO.
  P.E. AUTHORIZATION:
  R/W AUTHORIZATION:
                                              PROGRESS:
STATUS:                                         MONTH:    .4
  RECONNAISSANCE:               N/A             STATUS:   LATE
  DRAFT E.I.S.                  N/A
  CORR. APPR.,FINAL E.I.S.      N/A
  FIELD SURVEY:                 002.0
  PRE-DESIGN/DRAFT E.I.S.       N/A
  DESIGN APPR.,FINAL E.I.S.     N/A
  R-W DESCRIPT:                 N/A
  R/W ACQUISITION:              N/A
  PSE DOCUMENTATION:            002.0
  STOP-DATE:                    10MAR78

ESTIMATES:
  PRE. ENGR:       10,000
  R/W:                          WORK: GRADE-PAVE
  CONST:           78,000
                                              EST. COMPL. DATE: 23MAR78
PROGRAMING:                                           CONTROL:
  YEAR PAST:                                    LETTING DATE: 27APR78
  CURRENT PROG:
  FUNDING      :STATE CONSTRUCTION




SPMS READY
```

8744

Silverton

Salem, Oregon
October 11, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Head of Engineering

Oak Hill Street Project
City of Silverton

Frank Terpin
Location Engineer

Attached is a copy of Mr. Klaboe's letter of September 26, 1977, stating that we plan to complete the preliminary engineering, surveys and related activities on the Oak Hill Project in the City of Silverton this year.

Please advise status of project, when survey will be completed, environmental assessment, right-of-way requirements, traffic needs, current cost estimates and other pertinent information that will have a bearing on the completion of this assignment.

Attached is a copy of Mr. Klaboe's September 26 letter.

JHV:jh
Attachment
cc: J. B. Boyd
Gary Potter
L. E. George

RECEIVED
OCT 11 1977
ENGINEERING
SECTION

___ Versteeg ___
1 Christensen ___
___ George ___
2 Olsen ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

8744

8

October 11, 1977

Mr. D. K. Robinson
City Manager
City of Silverton
306 S. Water Street
Silverton, OR 97381

Dear Mr. Robinson:

Letters, such as yours of September 30 commending Don Harwell, Larry Rulien and others of our staff, are appreciated.

We also appreciate your offer to assist in every possible way on the Oak Street Hill project. During the survey our field forces will be calling for information, review and other assistance.

A survey commencement date has not been set. The Region 2 Interdisciplinary Committee met February 3, 1977, at which members of your staff participated. The best date we now have for survey commencement is the last week of October.

By a copy of this letter, our Resident Engineer, Ken Wolfe, is instructed to contact you to make more specific arrangements.

Again, thank you for your cooperative efforts on this matter; particularly for bearing with us for the extended period this needed project has been under consideration.

Very truly yours,

F. B. Klaboe
Assistant Director for Operations

cc: Ken Wolfe

bc: L. W. Rulien (w/att.)
H. S. Coulter
E. S. Hunter
D. H. Moehring
John Sheldrake

GWW:ljt srb

# CITY OF SILVERTON

306 SOUTH WATER STREET SILVERTON, OREGON 97381 (503) 873-5321

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
OCT 4 1977
TAA Weismer File: PM FA LG OP

September 30, 1977

F. B. Klaboe
Assistant Director for Operations
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your September 26 letter advising that the Highway Department proposes to complete the preliminary engineering, surveys and other related activities for the Oak Street hill project this year.

The residents of Silverton approved a two year serial tax levy in 1976 for the improvement of the Oak Street hill. These funds have been set aside for use as the city's portion (25%) of the total project cost.

The residents have looked forward to this improvement for several years, and many have doubted that the project would materialize even after the successful serial tax levy. Your letter, therefore, is most welcome. We appreciate your willingness to undertake this project. We want to assist in any way possible as we feel that this project has a high priority for the residents of Silverton.

We appreciate the assistance of Don Harwell, Larry Rulien, and others in keeping this project in the forefront. We would appreciate knowing a more firm date when state engineering crews will begin the preliminary engineering and surveys. Again thank you for your most welcome letter. With best regards, I am

Sincerely,

Douglas Robinson

D. K. Robinson
City Manager

DKR:os

cc D.L.Trapp, Director of Pub. Works
Jack Keys, Manager, Silverton Chamber of Commerce
Don Harwell, State Highway Bldg. Dept. of Transportation

RECEIVED
DOT OPERATIONS
OCT 3 77
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

8744

GENERAL FILES

9

September 26, 1977

Mr. J. M. Keys, Manager
Silverton Chamber of Commerce
Post Office Box 257
Silverton, Oregon 97381

Dear Mr. Keys:

Thank you for bringing the matter of the Oak Street Hill project to our attention.

We have been reviewing this proposed project, along with several others in the area, as to its priority, feasibility and capability of financing.

In view of the long-standing commitment and the agreement with the City of Silverton, we propose to complete the preliminary engineering, surveys and related activities this year.

Based on the foregoing, we will hopefully undertake construction on this project during the 1978 construction season.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

cc: Mr. Doug Robinson
City Manager of Silverton

bc: H. S. Coulter
L. W. Rulien
E. S. Hunter
D. H. Moehring
John Sheldrake

GWW:dpy srb

TE OF OREGON INTEROFFICE MEMO

TO: F. B. Klaboe
Chief of Operations

DATE: September 21, 1977

FROM: D. N. Moehring
Project Management Engineer

SUBJECT: Oak Street Project
Cascade Highway #160
Silverton

Attached is a suggested reply to a recent letter from Mr. J. M. Keys, Manager, Chamber of Commerce in Silverton, regarding the proposed improvement of the Oak Street Hill portion of the Cascade Highway in Silverton.

In October 1973, a cooperative construction/finance agreement between the State and City was executed relating to a joint project (75 percent State - 25 percent City) for the Mill Street-Church Street Section. The construction cost estimate in 1973 was $30,400. The agreement was approved, along with authority for adding the project to the State Construction Program, utilizing 1974 funds.

Based on the foregoing commitments to the City and availability for current State Construction funds, it is recommended we obtain approval from the Transportation Commission to construct this project with 1978 State Construction funds and commence construction early next year.

The City has indicated they have some $30,000 available for their portion of cost. The current estimate for total project cost is $78,000.

DNH:dpy

Attachment

Fred - we have a good background of commitment - we have dough in state construction's budget - [redacted] when we have the commission adopt the six year program covering FY 79-84 would appear the best time for them to approve some FY 78 state construction projects
Larry

RECEIVED
SEP 22 1977
Policy Development

RECEIVED
DOT OPERATIONS
SEP 21 '77
REFER TO Moehring
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

"SILVERTON, OREGON ........ A BEAUTIFUL PLACE TO LIVE"

# Chamber of Commerce

P. O. Box 257

Phone 873-5615

Sept. 6, 1977

Oregon State Highway Division
State Highway Building
Salem, OR.

ATTN: F. B. Klaboe

REF: Oak Street Project
Silverton

Dear Mr. Klaboe:

Numerous members of this Chamber have questioned the delay on the referenced project.

It appears, from information supplied this office, the work should have been started some time ago.

We would appreciate any action on your part that would expedite the work that is so badly needed.

Sincerely,

J McKeys

J. M. Keys, Mgr.

PROJECT MANAGEMENT
PME ☒ CGE ☒ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
SEP 7 1977
File: PM FA
LG OP
TAA Dm-draft

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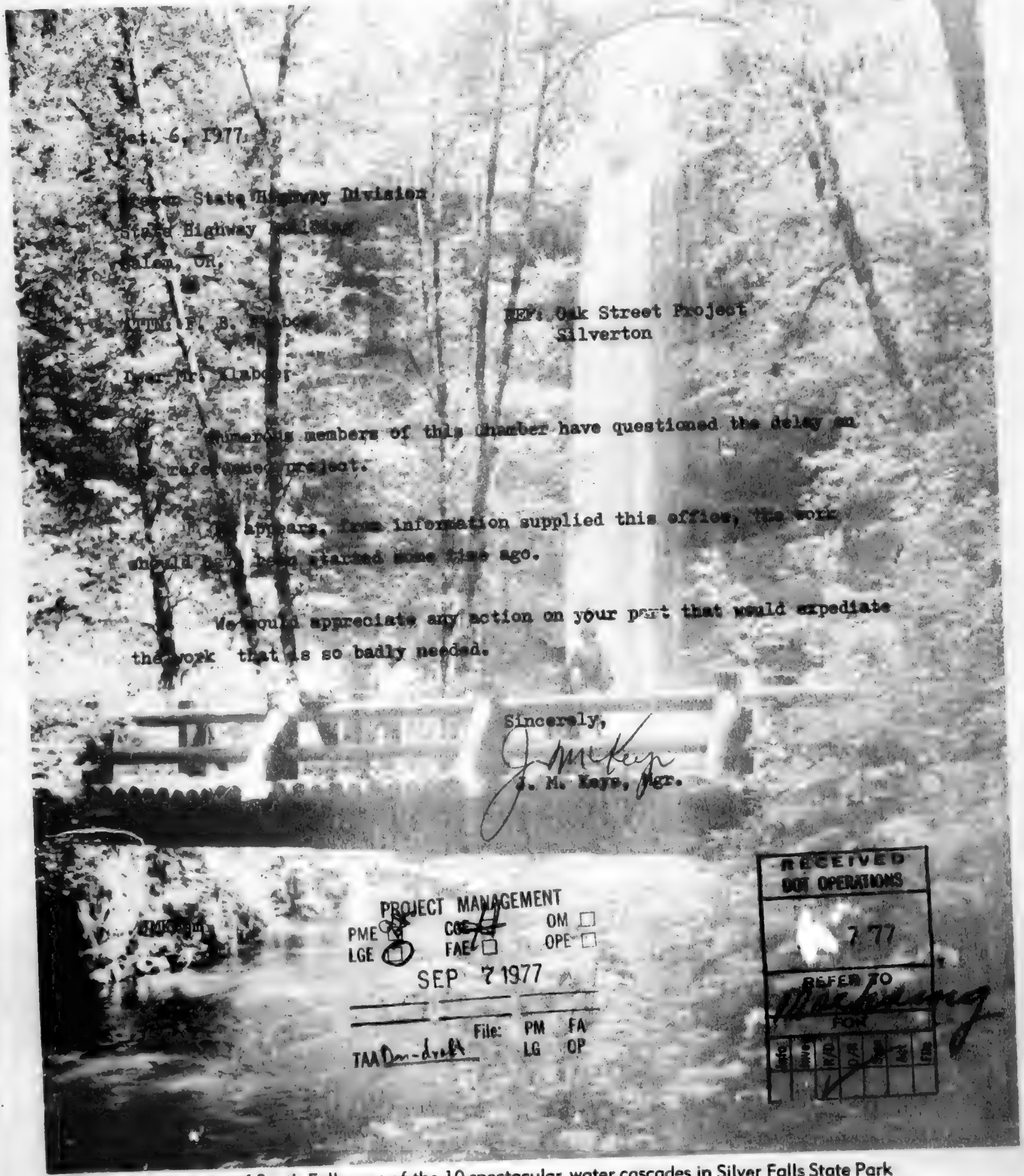
[illegible]
FOR



Imprint of South Falls, one of the 10 spectacular water cascades in Silver Falls State Park

8744

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** E. S. Hunter
Deputy State Highway Engineer

**DATE:** October 6, 1976

**FROM:** for L. W. Rulien
Program Management Engineer

**SUBJECT:** PROJECT ASSESSMENT
Mill St.-Church St. (Silverton)
Cascade (South) Highway No. 160
Marion County

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
[✓ Trout]

RECEIVED
OCT 11 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not
Return
Filing
Other

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

APPROVED
Acting DEPUTY STATE HIGHWAY ENGINEER
Date 10-4-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : C. O. Fredrickson
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell

RECEIVED
STATE HWY ENGR
OCT 4 '76
REFER TO
FOR

81-125-1307

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 24, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Mill St.-Church St. (Silverton)
Cascade (South) Highway No. 160
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 17, 1976 memorandum has been reviewed. We concur with your finding that the proposed project contitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during project development.

for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
SEP 29 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sen | Act | File

[illegible]
SEP 29 '76
REFER TO
FOR
Info | Investigate | R/D | Action ✓ | File | Letter | See me

BEN GIFFORD

## OREGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

CATEGORY
3 PROJECT

Non-Major ✓
F-78 (4)

### PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date September 14, 1976

Section Mill St.-Church St. (Silverton)

Unit (if appl)

County Marion

City Silverton

Highway Cascade (South)

State Hwy. No. 160

Termini: M.P.(if appl) MP 29.26 - MP 29.49

Length 0.23 miles

Region II

Construction Estimate $35,000
Program Amount

---

**B. Purpose of Project:**

To widen and resurface the existing facility to improve safety and minimize maintenance.

---

**C. Origin & History of Project:**

The State and the City of Silverton entered into an agreement for reconstruction and improvement of Oak Street (Hill) on October 24, 1973.

---

**D. General Description of Project:**

The project will involve widening and overlaying the existing pavement. Removal of an existing grass parking strip and some trees will be required. Adjustment and/or moving of overhead and underground utilities will be done by the City.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 3,300 ; Projected ADT 5,600 ; Yr. 1996

Existing Level of Service "D"

Proposed Facility: Projected ADT 5,600 ; Yr. 1996

Projected Level of Service "D"

ght of Way: Additional anticipated No ; if yes, give approx. No. Partels -
Yes, No

Acres ; Type of Relocation Req. ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Disposal of some excavated materials may be required.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

The City of Silverton voters have approved a special levy to provide for improvement of this portion of Oak Street.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Alternatives that may be considered will be confined to street width proposed for construction.

Other Descriptive Information or Comments:

No improvement to the substandard horizontal or vertical alignments are proposed.

(Attach project sketch map.)

## II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located in a residential area at the easterly side of Silverton. The project is on a hill which rises from the floor of Silver Creek drainage to the crest of a ridge that extends to the north from the Silverton Hills.

The trees and shrubs are mixed natural species and imported varieties. Wildlife is confined to those types that have adapted to urban areas.

Soils are generally the decomposed underlying Columbia River basalts and Stayton lavas that form the Silverton hills.

Numerous small drainageways extend down the steep hillsides providing a rapid surface water runoff.

2. Cultural:

The project site lies between the Silverton business district along Silver Creek to the west and rural farmland to the east. Both sides of the project are bordered by older homes surrounded by well landscaped yards. There is a new church under construction at the easterly end of the project at the NW corner of Church St. and Oak St.

Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

2. Estimated Impact on Traffic Patterns:

No change in traffic patterns has been identified.

Consequences--Air Quality, Noise, Safety, etc.:

A wider street section will improve safety. No change in air quality is anticipated. Noise might be reduced slightly due to a smoother pavement surface.

3. Estimated Impact on Land Use:

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Some shade trees in the parking strip will have to be removed and some other trees may have to be trimmed.

Consequences:

Loss of shade trees and grass parking strip.

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards – A brief noise study report as per FMPM 7-7-3 may be required if lane change.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

Projects of this type are generally considered to have no impact on the ambient noise levels or air quality.

---

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------  --X--NON-MAJOR ACTION-----

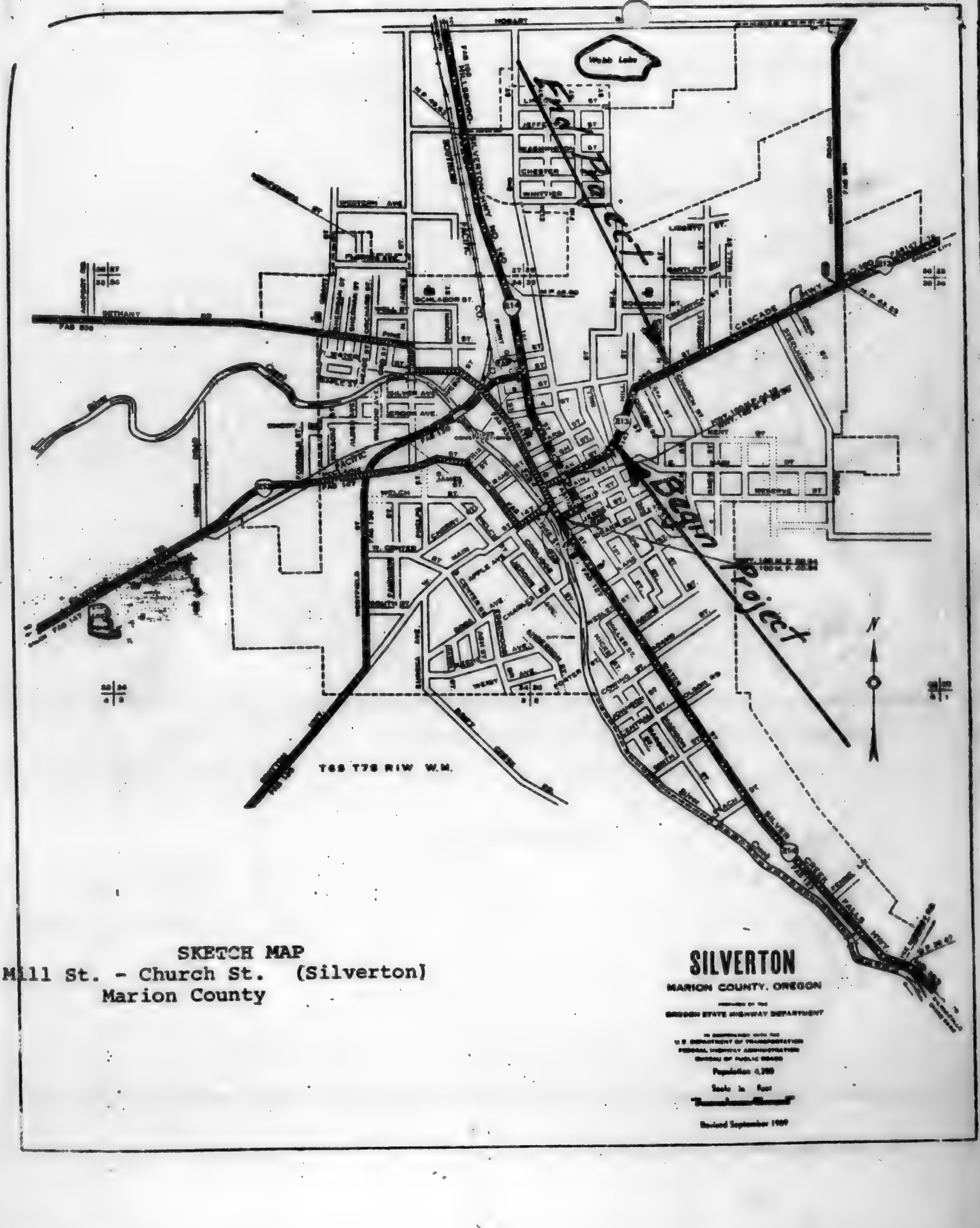
| | | |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1  ____ 2  _x_ 3  ____ 4

Form (1)10-75


HOBART
End Project
Begin Project
BETHANY
FAS 206
CASCADE HWY
SILVER CREEK FALLS HWY
PACIFIC
WELCH ST
T6S T7S R1W W.M.
N
SILVERTON
MARION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,2[illegible]
Scale in Feet
Revised September 1969

SKETCH MAP
Mill St. - Church St. (Silverton)
Marion County

Form FHWA 121 (Rev. 5-73)

8744

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

8

DATE: Sept. 24, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Mill St.-Church St. (Silverton)
Cascade (South) Highway No. 160
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

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The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during project development.

D. K. Horner
for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region 2, Welsh)

RECEIVED
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Info | Inves | R/D | D/R | Sgn | Act | File

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160

STATE OF OREGO

INTEROF CE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: August 9, 1976

FROM: L. [illegible]en
Program Management Engineer

SUBJECT: Construction-Finance Project
Oak Street (Mill Street-Church Street Section)
Cascade Highway No. 160
City of Silverton

On October 24, 1973, the State and City entered into an agreement providing for reconstruction and improvement of a narrow, winding street in Silverton, known locally as Oak Street Hill.

The project was estimated to cost approximately $30,400 and would be shared on the basis of 25% City ($7,600) and 75% State ($22,800). The project consisted of widening on the northerly side of Oak Street six feet, straightening a 100-foot section of curb, and overlaying the entire project with two inches of asphaltic concrete.

The City of Silverton held a special election on June 24 and the voters approved a special levy of $16,000 per year for a two-year period for improvement of this portion of Oak Street between Mill Street and Church Street on the Cascade Highway. The levy also provides enough money for the relocation of sewer and water lines in this vicinity.

The City desires that we undertake and update the survey on this section of highway, prepare cost estimates, and set grades so City may develop plans for relocating, installing, and/or extending their water and sewer lines prior to any highway construction work.

They realize our financial dilemma, but in anticipation that funds may become available in the foreseeable future, they would appreciate any action we may take in this instance to proceed on a survey.

It appears the updated estimate may be approaching $50,000 rather than the original $30,400 and it is the City's desire that a 36-foot to 40-foot section be considered with a 5-foot sidewalk on the northerly side.

↗ 30' maximum should be considered.

8-11-76

Versteeg ✓
Ok proceed.
ESH

DNH:mm

cc: Frank Terpin
Hal Versteeg
C. O. Fredrickson

cc Rubin
Fredrickson
Terpin

Project in field surveying
following up HV

RECEIVED
STATE HWY ENG
AUG 10 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

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October 31, 1973

City of Silverton
City Hall
Silverton, Oregon 97381

Attention: Gordon [illegible]
Mayor

5h
10-24-73

MISC. CONTRACTS and
AGREEMENTS No. 4838

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of Mill Street-Church Street Section of the Cascade Highway in Marion County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fhm
Att.

cc H. S. Cox (agree. att.)

FORM [illegible] (REV 10-[illegible])

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 27, 1973

SUBJECT: Coop. Construction-Finance Agreement
Mill Street-Church Street Section
Cascade Highway No. 160
City of Silverton

To: Mr. E. S. Hunter
Asst. State Highway Engineer

BUILDING

Attached hereto are three signed copies of an agreement covering improvement of the Oak Street hill and, per your request, a revised draft of a letter that may be used for presentation to the Transportation Commission.

It is anticipated that this work will be performed by State Forces utilizing FY 1975 Minor Betterment Funds. Using the 75-25 formula, cost to State would be $22,800 and City $7,600.

Recommend Transfer of State Const. Funds.

Please review and, if all is in order, have this matter placed on the agenda for the October 24 Transportation Commission meeting.

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:ljt
Att.

cc: R. L. Schroeder

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STATE HWY ENGR
SEP 28 '73
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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RECEIVED
SEP 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8744

Silverton
Coop Const &
10/24/73 Agree

CITY OF
**SILVERTON**
CITY HALL
306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1973
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ GE ☐ RE ☐ RPE ☐

2 October 1973

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Oak Street Improvement

Dear Mr. Cox:

This letter is in response to your letter of September 26, 1973, relative to the cooperative agreement for improvement of the Oak Street hill.

At its October 1, 1973 meeting, the Common Council expressed its concurrance with the schedule outlined in your aforementioned letter for the subject improvement project. It is assumed that the city will be notified as to date by which the $7,600 advance deposit must be made.

If there is any additional information needed, please feel free to contact me.

Yours truly,

John M. Lesher

John M. Lesher
City Manager

JML:pl

cc: Director of Public Works

RECEIVED
OCT 4 1973
Office of
Assistant State Highway Engineer

copies to: F.B. Klaboe
E.S. Hunter
H.S. Coulter
L.H. Young
B.L. Gifford
10-5-73
cy Fredrickson
Moehring

NOTED
H. S. COULTER

8744

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**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 2, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Construction-Finance Agreement**
**Mill Street-Church Street Section**
**Cascade Highway No. 160**

**The City of Silverton has signed an agreement concerning improvement of a narrow, winding section of street known locally as the Oak Street hill.**

**Basically, the agreement provides that the State will prepare all plans, supervise the work and continue maintenance of the section as a portion of the state highway system. All costs of the project are to be shared on the basis of 75 percent State and 25 percent City.**

**Our recommendation is to widen the northwesterly side of Oak Street six feet, straighten a 100-foot section of curb, and overlay the entire project with two inches of asphaltic concrete. Preliminary estimates indicate a total cost of $30,400. Although the agreement suggests that the work be done under contract, it has been determined to be in the public interest to perform the work with State forces, utilizing State Construction funds. Prior to commencing work, the City will be requested to deposit its 25 percent share in the amount of $7,600.**

**We request authority for expenditure of $22,800 from FY 1974 State Construction funds to finance the State's share required for this worthwhile project.**

**This matter will be presented for your consideration at the October 24 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.**

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog
D. H. Moehring
J. H. Versteeg
L. E. George
C. T. Keasey
H. S. Cox
C. O. Fredrickson
Gary Sund
Bob Whipps

MCH:ljt dpy

8744

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c: E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog
J. H. Versteeg
Victor Wolfe
C. T. Keasey
C. O. Fredrickson

**OREGON STATE
HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 26, 1973

Silverton City Council
City Hall
Silverton, Oregon 97381

Attn: Mr. David L. Trapp
Acting City Manager

Dear Dave,

On September 10, 1973 the Silverton City Council adopted Resolution No. 677 authorizing signature of a State-City cooperative agreement concerning improvement of the Oak Street hill.

Due to a lack of funds it has become necessary to postpone work on this project until Fiscal Year 1975 funds are available. It has been determined that it would be in the public interest to utilize State Forces rather than advertise for bids. The work may begin at any time after July 1, 1974 and, prior to commencing work, the City will be requested to make an advance deposit of approximately $7,600.

If this arrangement is satisfactory and the required deposit can be included in your budget, we will proceed to present the agreement to the Transportation Commission with a recommendation of approval.

Should questions arise, please feel free to call 378-6514.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

NOTED
E. S. HUNTER

MCH:ljt

RECEIVED
SEP 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

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# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

~~[illegible]~~
~~Administrator of Highways~~

August 9, 1973

Mr. David L. Trapp
Silverton City Manager
City Hall
Silverton, Oregon 97381

NOTED
MARIE STEPHENS

Dear Mr. Trapp:

Herewith for your consideration are four copies of a proposed Cooperative Construction-Finance Agreement covering the City of Silverton's request for improvement of the Mill Street-Church Street Section of the Cascade Highway, State Secondary Highway No. 160 (Oak Street), lying entirely within the corporate limits of the City of Silverton.

Basically, this agreement provides that the State will prepare all plans, let and award all contracts and, upon completion, maintain the project as a part of the State Highway System. All costs of the project are to be shared on the basis of 75% State and 25% City.

The State's proposal is to widen the northwesterly side of Oak Street by six feet (making a full 26-foot roadbed from Mill to Church) and straighten a 100-foot section of the curb on the southeasterly side of Oak Street, at an estimated cost of $30,390. This includes a two-inch overlay of the existing street. The City will be required to continue the present parking prohibition. With this estimate the City's cost would be about $7600.

Please examine the terms of the agreement carefully and, if you concur, present it to the City Council with your recommendation of approval. The Council should adopt a resolution authorizing the Mayor and Recorder to enter into the agreement on the City's behalf. Forward three signed copies of the agreement and resolution to this office for presentation to the Oregon Transportation Commission.

If questions arise, please feel free to call 378-6514.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:lat
Encl.

bc:
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog
J. H. Versteeg
Victor Wolfe
C. T. Keasey
C. C. Fredrickson (w/att.)

RECEIVED
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AUG 10 '73
REFER TO
FOR

8744

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60

June 29, 1973

Mr. David Trapp
Acting City Manager
City of Silverton
306 S. Water Street
Silverton, OR 97381

Dear Mr. Trapp:

As stated in Mr. George M. Baldwin's May 21 letter, further review has been made of the City's request for improvement of Oak Street from Church to Mill Street in Silverton.

Our recommendation is to widen the northwesterly side of Oak Street by six feet (making a full 26-foot roadbed from Mill Street to Church Street) and straighten a 100-foot section of the curb on the southeasterly side of Oak Street, at an estimated cost of $30,390. This includes a two-inch overlay of the existing street. The City would have to continue the parking prohibition.

Since the section is within the city limits, the City of Silverton would be expected to participate in 25 percent of the cost of the project.

If the City is agreeable to this arrangement, Mr. C. O. Fredrickson, Regional Engineer, should be contacted for details. Naturally, our State Highway Commission would have to approve any agreement reached before we could proceed with the work.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc G. M. Baldwin
A. E. Johnson
H. S. Coulter
E. S. Hunter (enc.)
D. H. Moehring "
H. S. Cox "
C. O. Fredrickson

GW:ek/FBK:ja

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 22, 1973

TO H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER-OPERATIONS

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT City Of Silverton Request
Oak Street Section
Cascade Highway

Attached is a rough draft reply to Silverton City Manager Jack R. Brown's May 15 letter. Mr. Brown is no longer manager. David Trapp is acting.

Widening of Oak Street on the Cascade Highway has been under consideration since 1961. It is only 20 feet wide between curbs and should be widened. This can be done on the northwesterly side to a width of 26 feet. The plans, such asthey are, were prepared by the city in December, 1961. Estimate of cost is $30,390.00. This includes a 2" overlay over the existing pavement. Without the overlay, and just the 6 foot widening, the estimate of cost reduces to $24,150.00. The city should participate.

The work can be done by contract, state forces, or a combination of state and city forces.

Pictures, estimate's of costs and letter draft reply are attached.

GW/ek
Attachs.

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

Form E-106--10M--7-64
SP*6216-734

Job No.

Sheet ........ of ........... Sheets

# OREGON STATE HIGHWAY DEPARTMENT

Calculations for ........................

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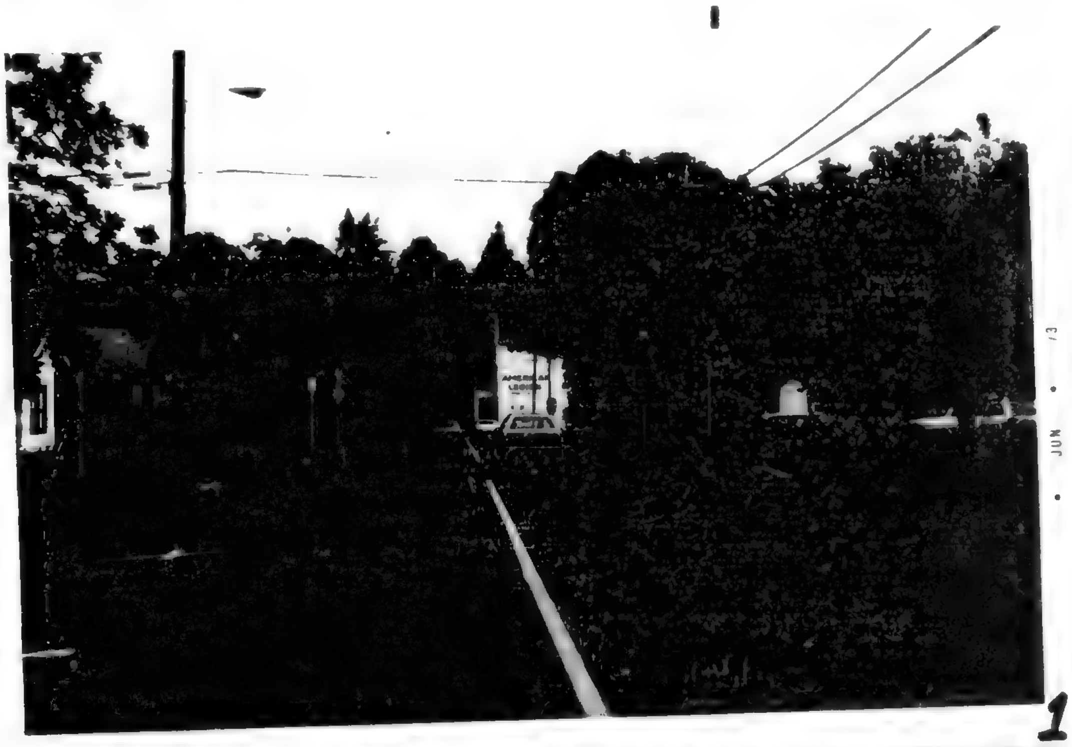

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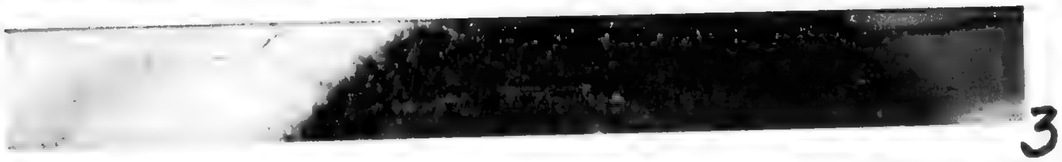

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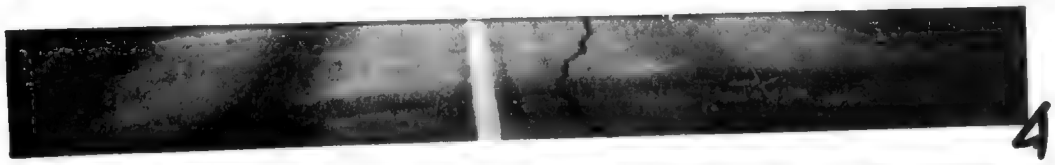

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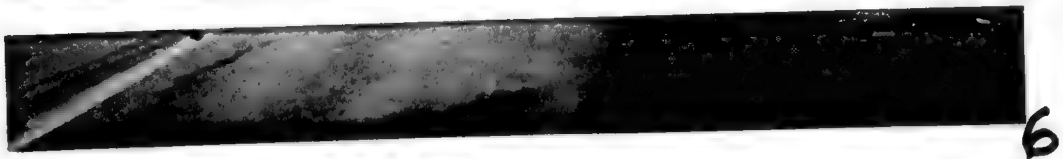

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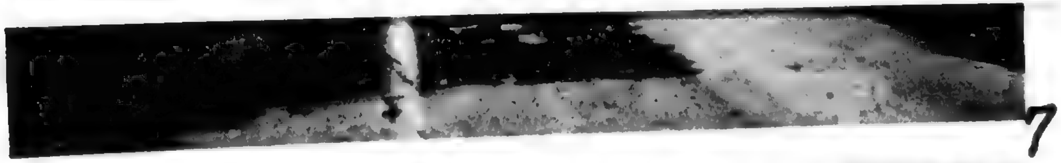

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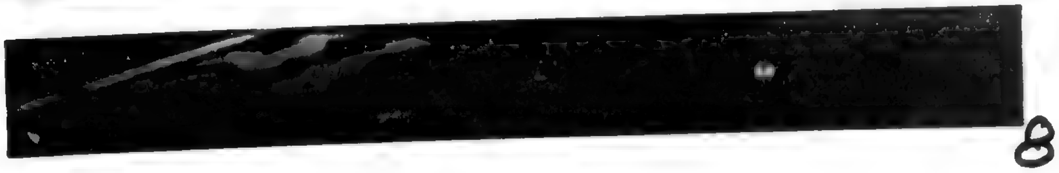

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Form E-106 -10M-7-64
SP*6216-734

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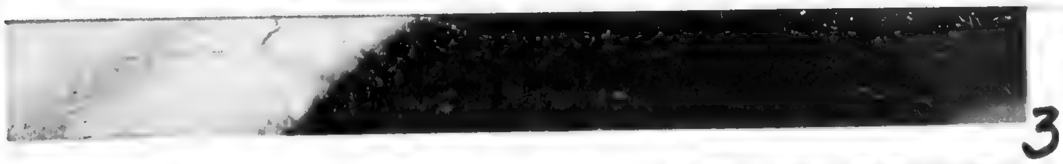

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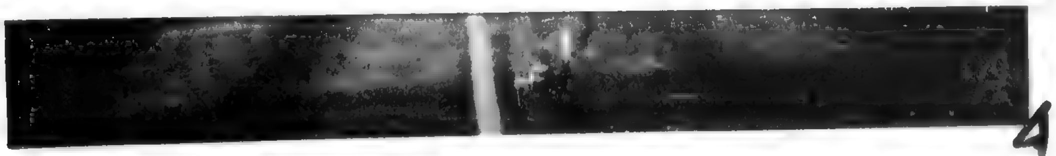

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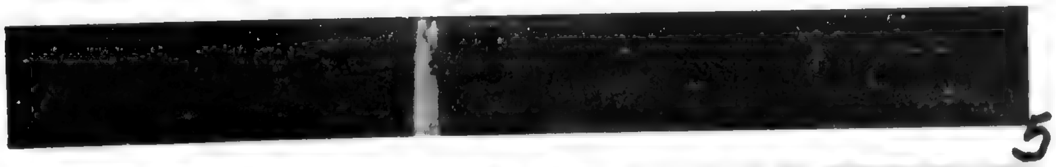

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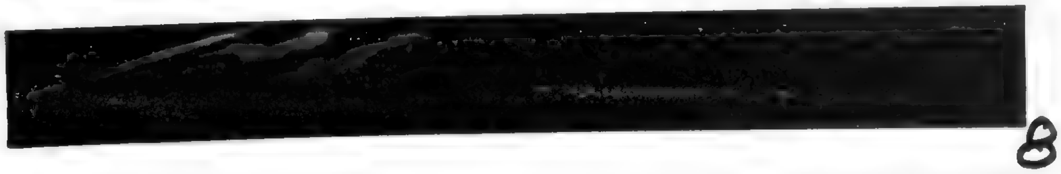

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Form E-106—10M—7-64
SP*6216-734

Calculations for .......

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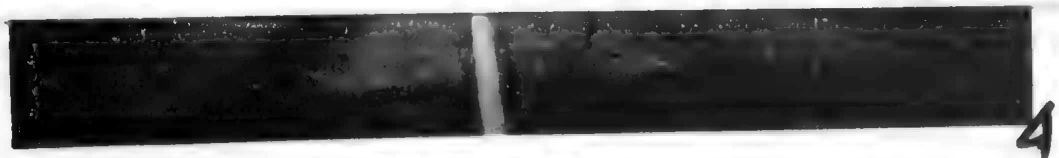
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Form E-106—10M—7-64
SP*6216-734

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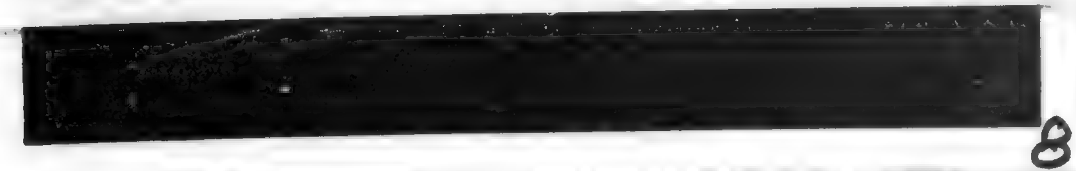

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Form E-106—10M—7-64
SP*6216-734

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Form E-106—10M—7-64
SP*6216-734

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Form E-106—10M—7-64
SP*6216-734

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Made by ........

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Form S-106—10M—7-64
SP*6216-734

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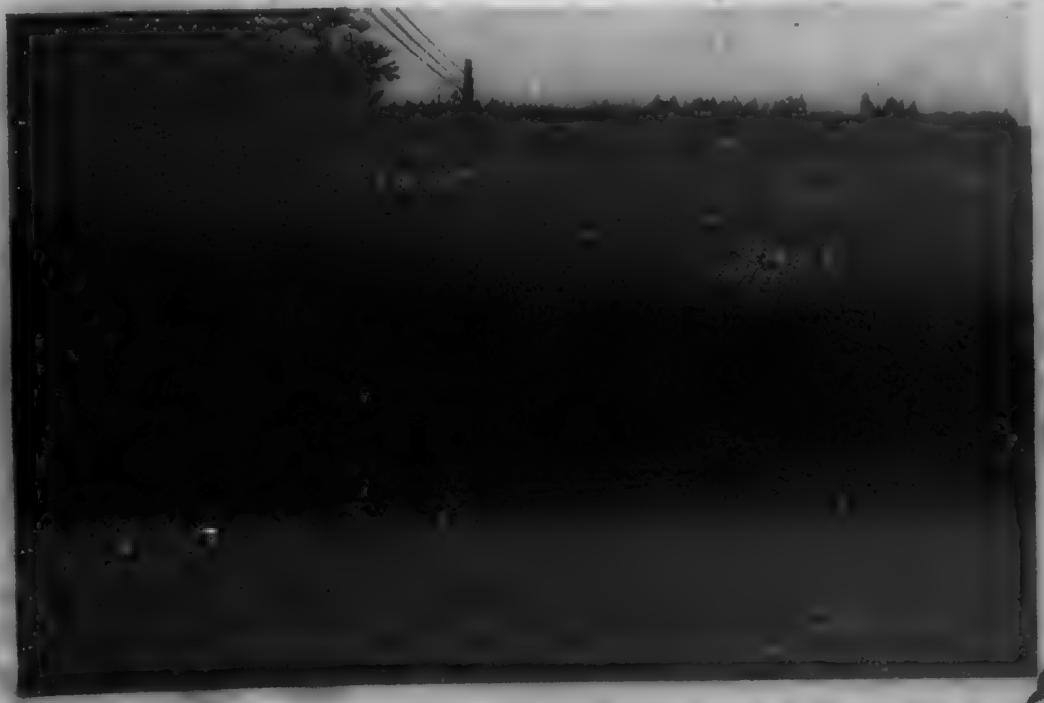

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Form E-106—10M—7-64
SP*6216-734

Job No.

Sheet 1 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Silverton (OAK Str. Hill)

Made by , 19 Checked by , 19 Backchecked by , 19

1. Looking northerly on Oak Street, width Narrows 40 Feet to 30 Feet at 2nd Str. Intersection.

2. Looking northerly on Oak Street, Shows Jog in Right Curb line across from Mill Street

3. Looking Southerly on Oak Street, Width Narrows 30 feet to 20 feet at Mill str. Intersection.

4. Looking Northerly on Oak Street, Area on left to be widened by 6 feet.

5. Looking Northerly on Oak Street.

6. Looking Southerly on Oak Street.

7. Looking Northerly on Oak Street, Shows Poor Sight distance on Curve right

8. Looking Southerly on Oak Street, Shows deteriation of A.C. Patch.

Form F 106—10M—7-64
SP*6216-734

Job No. ........................

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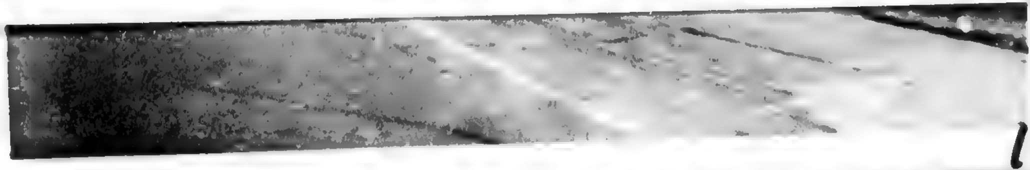

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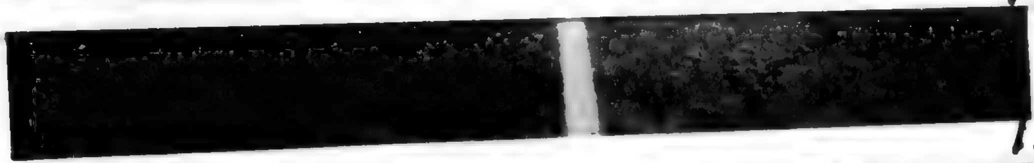

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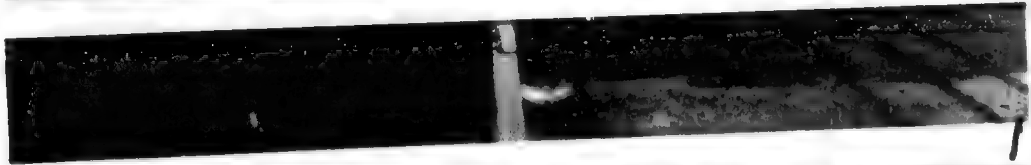

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Form F 106—10M—7-64
SP*6216-734

Sheet

OREGON STATE HIGHWAY DEPARTMENT

Calculations for

Made by 19 Checked by 19 Backchecked by

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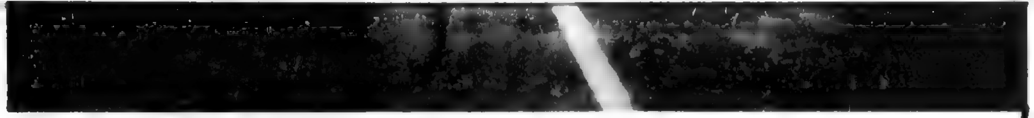

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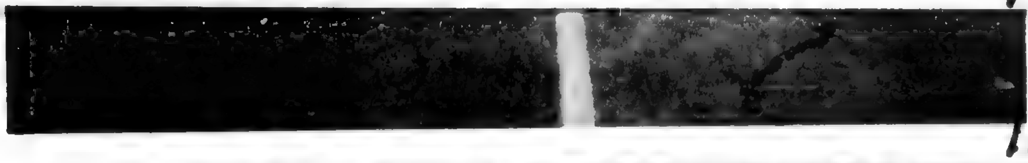

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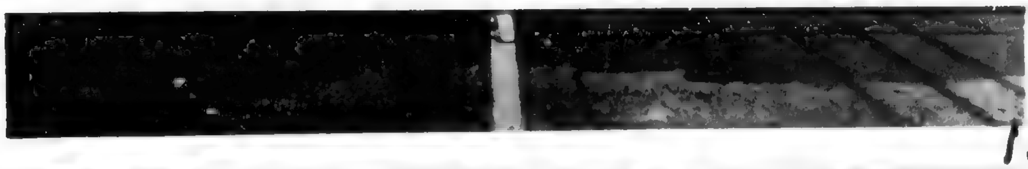

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Form F 106—10M—7-64
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Form F 106—10M—7-64
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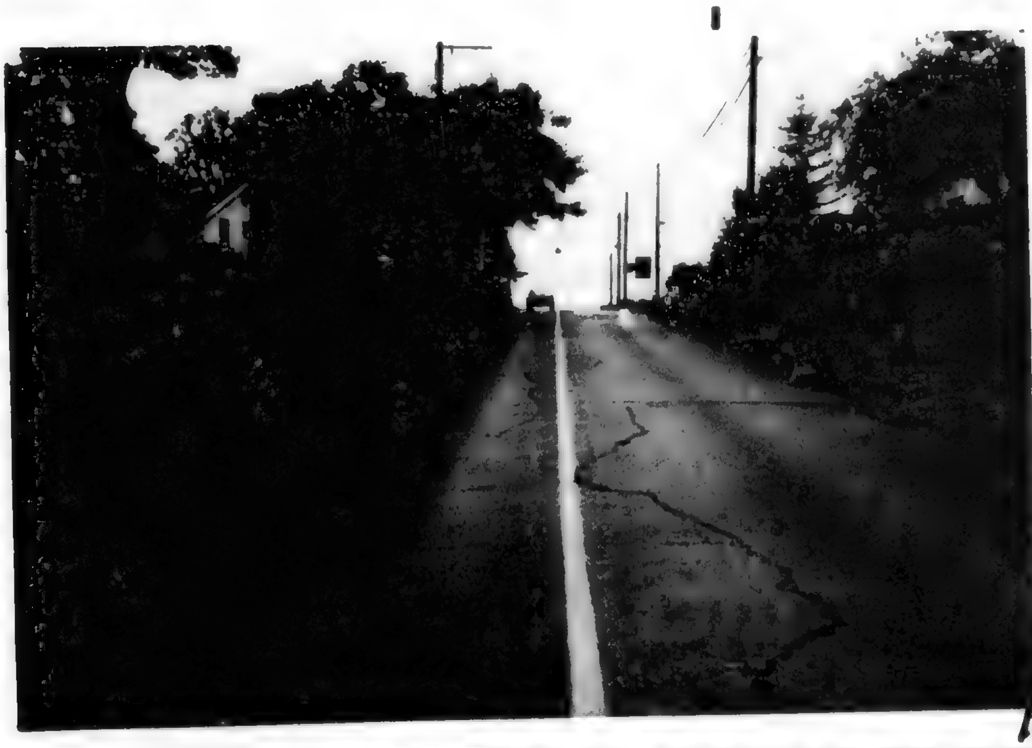

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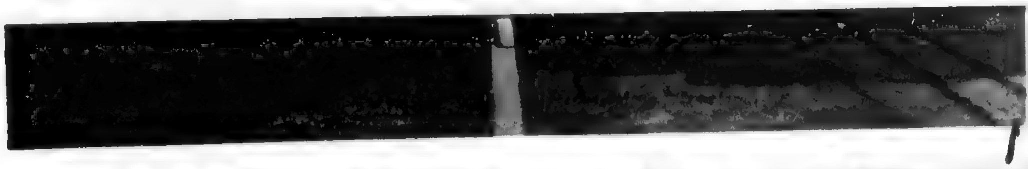

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Form E-106—10M-7-64
SP*6216-734

Calculations for ..........

Made by ..........

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Form E-106—10M-7-64
SP*6276-734

Calculations for ..........

Made by ..........

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Form E-106—10M—7-64
SP*6216-734

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Calculations for ..........

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Form E-106—10M—7-64
SP*6246-734

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Made by ..........................

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...., 19.......

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Form E-106—10M-7-64
SP*6216-734

Job No.
Sheet 2 of 2 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Silverton (Oak Str. Hill)

Made by , 19 Checked by , 19 Backchecked by , 19

9. Looking Southerly on Oak Str. Blind Approach and Poor Sight Distance on Curve.

10. Looking Northerly on Oak Str, Shows Blind approach.

11. Looking Northerly on Oak Str. Break in grade Showing Crest of Hill.

12. Looking Northerly on Oak Str. Shows Car Crowding Center line.

13. Looking Northerly on Oak Str. Flashing Lite at School Crossing at Hill Crest.

14 Looking Northerly on Oak Str, Show's Blind Hill Crest on North Side of Intersection at Church Street.

15. Looking Northerly at New Construction

16. Looking Southerly at Narrow Oak Str. From New Construction at Intersection at Church Street.

SECTION [illegible] **ESTIMATE OF COST** 6/7/7
HIGHWAY [illegible] (6' Widening Only)

| NO. | ITEM | UNIT | NET | ALLOW. | GROSS | UN |
|---|---|---|---|---|---|---|
| 1 | Mobilization | All spec | | | 100% | $ |
| 2 | Temporary Protection & | | | | | |
| | Directional Measures | All Spec. | | | 100% | |
| 3 | Removal of Curbs | Lin Ft. | 1045 | 105 | 1150 | |
| 4 | Removal of Trees | each | 4 | 0 | 4 | |
| 5 | Excavation Unclass | Cu. Yd. | 1455 | 145 | 1600 | |
| 6 | Finish Roadbed and Slopes | All Spec | | | 100% | |
| 7 | Watering | M. Gal | 26 | 4 | 30 | |
| 8 | Coarse Aggregate Base | Cu. Yd. | 820 | 80 | 900 | |
| 9 | Top Course Aggregate Base | Cu. Yd. | 135 | 15 | 150 | |
| 10 | Class "C" Asphaltic Concrete | Ton | ~~310~~190 | ~~30~~ 20 | ~~340~~ 210 | |
| 11 | Concrete Curbs, Type "C" | Cu. Yds. | 36 | 4 | 40 | |
| 12 | Adjust Manhole | each | 1 | – | 1 | |
| | | | | | | |
| | Extra Work Items | | | | | |
| | | | | | | |
| | Flagging, States Share | | | | | |
| | Adjust Power Poles (2) | | | | | |
| | Adjust Utilities (8) | | | | | |
| | Adjust Gas Line Cover (1) | | | | | |
| | Engineering and Contingencies | 20% | | | | |
| | | | | | | |
| | | | | | Total C | |
| | | | | | | |
| | | | | | | |
| | City's Obligation | | | | | (4 |
| | State " | | | | | (5 |

# ESTIMATE OF COST
(6' Widening Only)

6/7/73

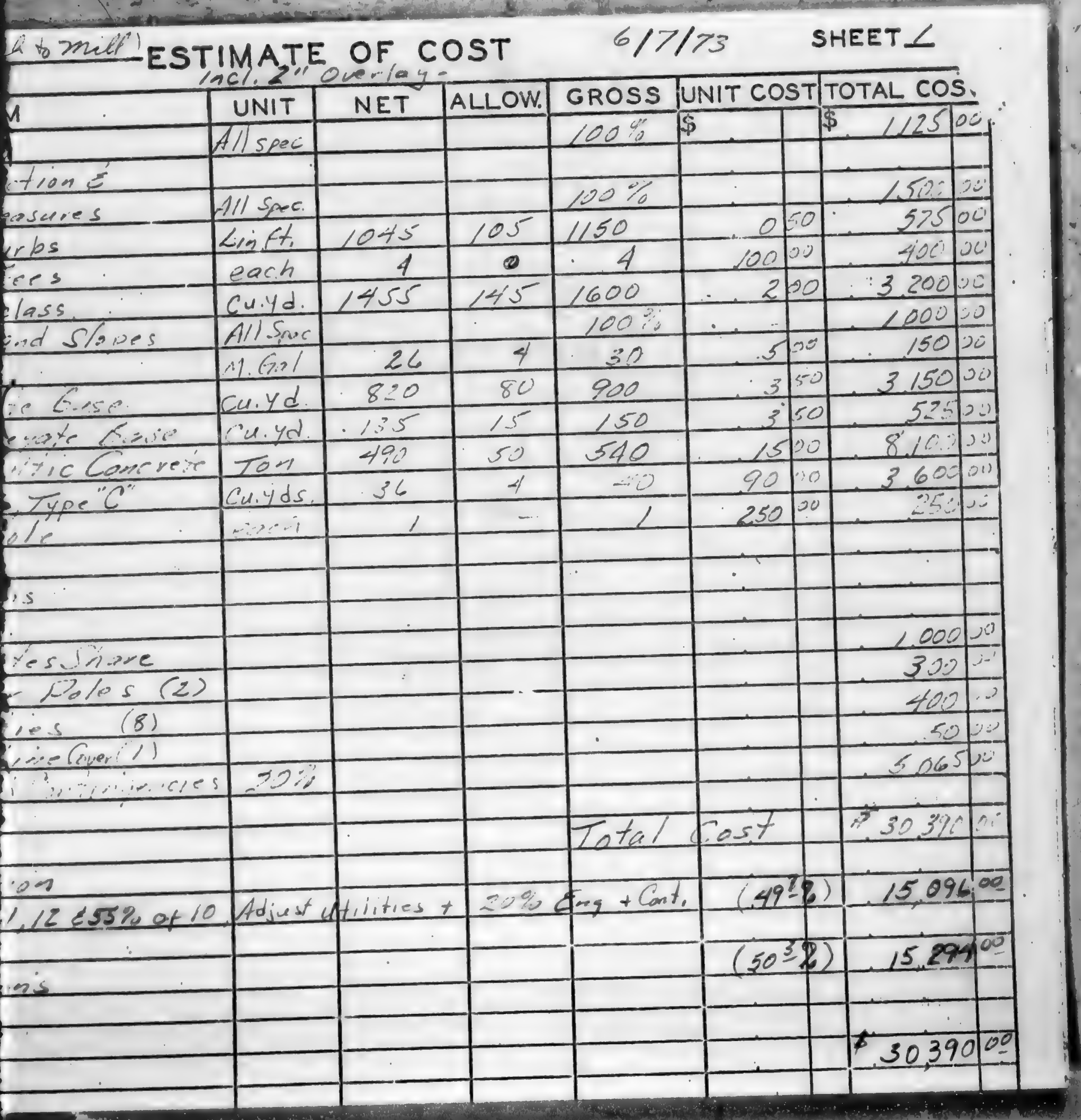
SHEET 1

| EM | UNIT | NET | ALLOW. | GROSS | UNIT COST | | TOTAL COS | |
|---|---|---|---|---|---|---|---|---|
| | | | | | $ | | $ | |
| on | All spec | | | 100% | | | 955 ~~1125~~ | 00 |
| lection & | | | | | | | | |
| Measures | All Spec. | | | 100% | | | 150 | 00 |
| Curbs | Lin. ft. | 1045 | 105 | 1150 | 0 | 50 | 575 | 00 |
| Trees | each | 4 | 0 | 4 | 100 | 00 | 400 | 00 |
| nclass | Cu. yd. | 1455 | 145 | 1600 | 2 | 00 | 3,200 | 00 |
| and Slopes | All Spec | | | 100% | | | 1,000 | 00 |
| | M. Gal | 26 | 4 | 30 | 5 | 00 | 150 | 00 |
| gate Base | Cu. yd. | 820 | 80 | 900 | 3 | 50 | 3,150 | 00 |
| gregate Base | Cu. yd. | 135 | 15 | 150 | 3 | 50 | 525 | 00 |
| [illegible] Concrete | Ton | ~~490~~ 190 | ~~50~~ 20 | ~~540~~ 210 | 15 | 00 | 3150 ~~8,1~~ | 00 |
| bs, Type "C" | Cu. yds. | 36 | 4 | 40 | 90 | 00 | 3,600 | 00 |
| hole | each | 1 | – | 1 | 250 | 00 | 250 | 00 |
| | | | | | | | | |
| lems | | | | | | | | |
| | | | | | | | | |
| States Share | | | | | | | 1,000 | 00 |
| wer Poles (2) | | | | | | | 300 | 00 |
| lities (8) | | | | | | | 400 | 00 |
| Line Cover (1) | | | | | | | 50 | 00 |
| and Contingencies | 20% | | | | | | 4025 ~~5,065~~ | 00 |
| | | | | | | | | |
| | | | | Total Cost | | | ~~$ 30,396~~ | ~~00~~ |
| | | | | | | | 24,150 | 00 |
| | | | | | | | | |
| | | | | | (48.4%) | | 11,690 | 00 |
| ation | | | | | (51.6%) | | 12,460 | 00 |
| | | | | | | | 24,150 | 00 |

SECTION Oak Str. (Church to Mill) **ESTIMATE OF COST** 6/7/73

HIGHWAY Cascade Incl. 2" Overlay-

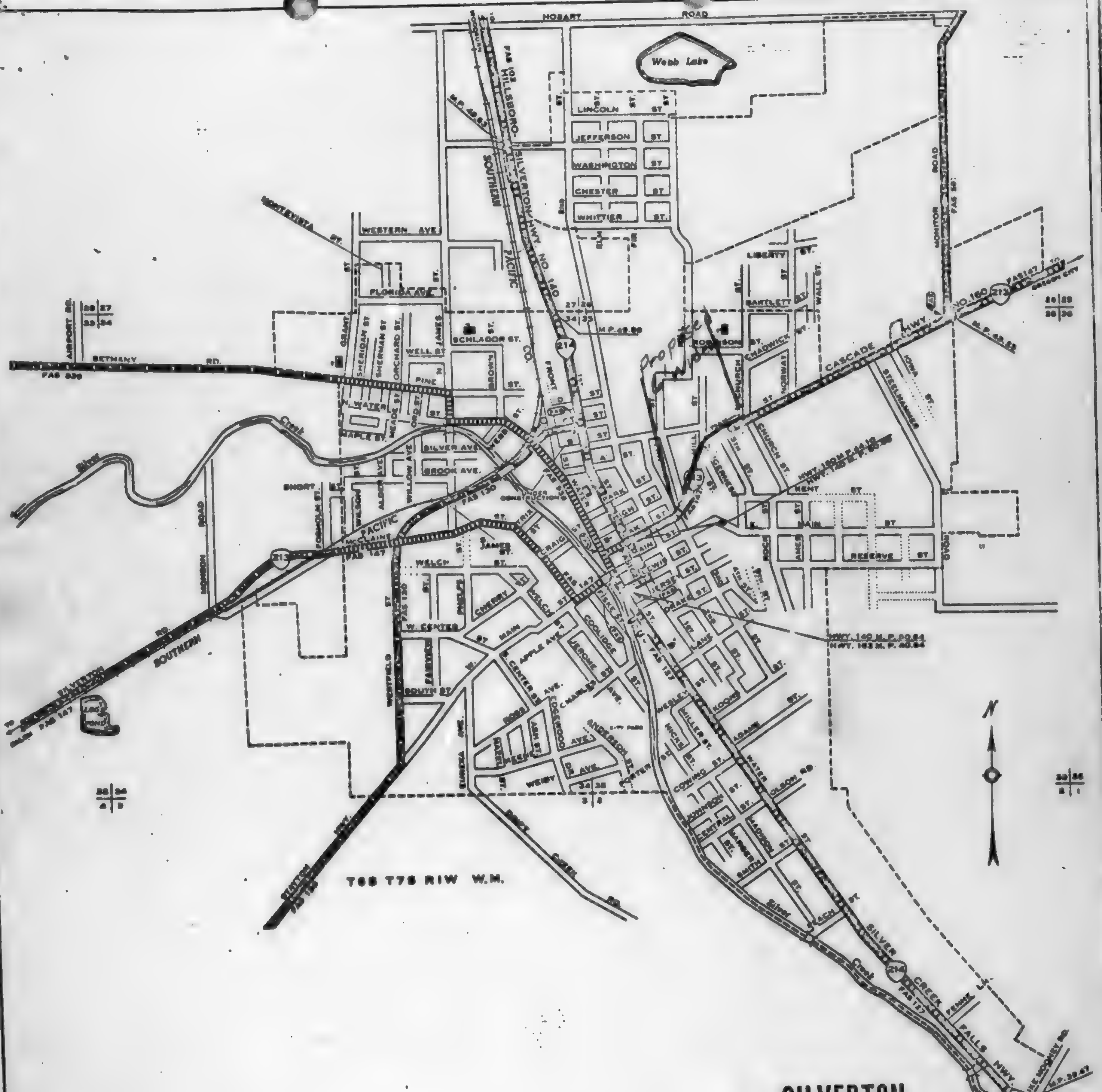
| NO. | ITEM | UNIT | NET | ALLOW. | GROSS | UNI |
|---|---|---|---|---|---|---|
| 1 | Mobilization | All spec | | | 100% | $ |
| 2 | Temporary Protection & | | | | | |
| | Directional Measures | All Spec. | | | 100% | |
| 3 | Removal of Curbs | Lin Ft. | 1045 | 105 | 1150 | |
| 4 | Removal of Trees | each | 4 | 0 | 4 | |
| 5 | Excavation, Unclass. | Cu. Yd. | 1455 | 145 | 1600 | |
| 6 | Finish Roadbed and Slopes | All Spec | | | 100% | |
| 7 | Watering | M. Gal | 26 | 4 | 30 | |
| 8 | Coarse Aggregate Base | Cu. Yd. | 820 | 80 | 900 | |
| 9 | Top Course Aggregate Base | Cu. Yd. | 135 | 15 | 150 | |
| 10 | Class "B" Asphaltic Concrete | Ton | 490 | 50 | 540 | |
| 11 | Concrete Curbs, Type "C" | Cu. Yds. | 36 | 4 | 40 | |
| 12 | Adjust Manhole | each | 1 | - | 1 | |
| | | | | | | |
| | Extra Work Items | | | | | |
| | | | | | | |
| | Flagging, States Share | | | | | |
| | Adjust Power Poles (2) | | | | | |
| | Adjust Utilities. (8) | | | | | |
| | Adjust Gas Line Cover (1) | | | | | |
| | Engineering and Contingencies | 20% | | | | |
| | | | | | | |
| | | | | | Total Co | |
| | City's Obligation | | | | | |
| | Items 7, 8, 9, 11, 12 & 55% of 10 | Adjust Utilities + | | 20% Eng + Cont. | | |
| | | | | | | |
| | State Obligations | | | | | |



l to mill') **ESTIMATE OF COST** 6/7/73 **SHEET** 1

Incl. 2" Overlay-

| M | UNIT | NET | ALLOW. | GROSS | UNIT COST | | TOTAL COS | |
|---|---|---|---|---|---|---|---|---|
| | All spec | | | 100% | $ | | $ 1125 | 00 |
| | | | | | | | | |
| ction & | | | | | | | | |
| easures | All Spec. | | | 100% | | | 1500 | 00 |
| urbs | Lin Ft. | 1045 | 105 | 1150 | 0 | 50 | 575 | 00 |
| ees | each | 4 | 0 | 4 | 100 | 00 | 400 | 00 |
| lass | Cu.yd. | 1455 | 145 | 1600 | 2 | 00 | 3 200 | 00 |
| and Slopes | All Spec | | | 100% | | | 1000 | 00 |
| | M. Gal | 26 | 4 | 30 | 5 | 00 | 150 | 00 |
| e Base | Cu.yd. | 820 | 80 | 900 | 3 | 50 | 3 150 | 00 |
| egate Base | Cu.yd. | 135 | 15 | 150 | 3 | 50 | 525 | 00 |
| itic Concrete | Ton | 490 | 50 | 540 | 15 | 00 | 8 100 | 00 |
| Type "C" | Cu.yds. | 36 | 4 | 40 | 90 | 00 | 3 600 | 00 |
| ole | each | 1 | – | 1 | 250 | 00 | 250 | 00 |
| | | | | | | | | |
| | | | | | | | | |
| s | | | | | | | | |
| | | | | | | | 1,000 | 00 |
| tes Share | | | | | | | 300 | 00 |
| Poles (2) | | | | | | | 400 | 00 |
| ies (8) | | | | | | | 50 | 00 |
| ine Cover (1) | | | | | | | 5 065 | 00 |
| Contingencies | 20% | | | | | | | |
| | | | | | | | | |
| | | | | Total Cost | | | $ 30 390 | 00 |
| | | | | | | | | |
| on | | | | | (49 2/3%) | | 15,096 | 00 |
| 1, 12 & 55% of 10 | Adjust Utilities + | | 20% Eng + Cont. | | | | | |
| | | | | | | | | |
| | | | | | (50 1/3%) | | 15,294 | 00 |
| ns | | | | | | | | |
| | | | | | | | | |
| | | | | | | | $ 30,390 | 00 |
| | | | | | | | | |


HOBART ROAD
Webb Lake
LINCOLN ST
JEFFERSON ST
WASHINGTON ST
CHESTER ST
WHITTIER ST
HILLSBORO - SILVERTON HWY. NO. 140
FAS 102
SOUTHERN PACIFIC CO.
WESTERN AVE
FLORIDA AVE
MONTEVISTA ST.
AIRPORT RD.
BETHANY RD.
FAS 830
GRANT
SHERIDAN ST
SHERMAN ST
ORCHARD ST.
SCHLADOR ST.
WELL ST
JAMES
BROWN ST.
PINE
WATER
MAPLE ST.
FRONT
LIBERTY ST.
BARTLETT
ROBINSON ST.
CHADWICK
NORWAY
CHURCH ST.
CASCADE HWY. NO. 160
FAS 147
MONITOR ROAD
FAS 35
IOWA
STEELHAMMER
Silver Creek
SILVER AVE.
BROOK AVE.
SHORT
WILLOW AVE
HOBSON ROAD
MAIN ST
KENT
RESERVE ST
OAK
WELCH ST.
CHERRY
PACIFIC
McCLAINE
FAS 147
WESTFIELD ST
W. CENTER ST.
APPLE AVE.
CENTER ST.
JEROME ST.
COOLIDGE
SOUTH ST.
CHARLES ST.
EUREKA AVE.
ANDERSON ST.
WEIBY
HICKS ST.
MILLER ST.
ADAMS
KOONS
COWING ST.
WATER
OLSON RD.
CENTRAL ST.
MADISON ST.
SMITH ST.
SILVER CREEK FALLS HWY. NO. 163
FERNE
FAS 127
SILVERTON - STAYTON
SOUTHERN
PACIFIC
T6S T7S R1W W.M.
HWY. 140 M. P. 50.64
HWY. 163 M. P. 40.84
LOG POND
213
214
N

# SILVERTON

MARION COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised September 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS

| | |
|---|---|
| ▲ | PUBLIC BLDG. |
| CY | CITY HALL |
| CT | COURT HOUSE |
| A | ARMORY |
| L | LIBRARY |

Con 9-1-1
Sota

1859

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 2**

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
H. S. COULTER

May 16, 1973

Craig L. Clark
233 Digerness
Silverton, Oregon 97381

Re: Oak Street Hill Section
City of Silverton
Cascade Highway
Marion County

Dear Mr. Clark:

This is in reply to your letter dated May 1, 1973 wherein you request that action be taken to improve the above-captioned section of highway in the City of Silverton.

A number of years ago we developed plans for the reconstruction of this section which was to be constructed as a cooperative project between the City of Silverton and the State of Oregon. Since the section is within the City limits, the City of Silverton was requested to participate in the cost of the project. At that time, the City was unable to participate financially and therefore the project was dropped.

I suggest you discuss this with your City Council and determine if they would be willing to reopen negotiations and move forward at this time with this project.

We appreciate your letter and your concern for highway safety.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD
C. O. Fredrickson
REGIONAL ENGINEER

By:
T. W. Litchfield
REGION OPERATIONS ENGINEER

cc: H.S. Coulter ✓
H. S. Cox
F. T. Lacey

5-21-73
cy Johnson

TWL/de

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

Craig L. Clark
233 Digerness
Silverton, Oregon

May 1, 1973

State of Oregon Highway Division
Salem, Oregon

Dear Sirs:

I would like to call to your attention again the very dangerous driving conditions which we allow to exist on Oak Street hill.

We have been residents there for 25 years, and year after year there is a series of accidents; cars jumping the curb, telephone poles broken off, log trucks tipped over, people hurt, cars smashed. These occurrences are all a matter of record. I ask that you take a look at the record. Just last week there was a real bad accident in which a young woman narrowly missed being killed.

Each of you have only to drive up East Hill to recognize that Oak Street needs widening and improving. I have been told that because Oak Street is a part of State Highway system 213, that it is impossible to get anything done about improving it. This seems hard to believe.

I am requesting that this matter be brought to the Council's attention in the near future, that the matter be discussed and that some appropriate action be taken to pursue the possibility of correcting this most hazardous situation.

May I look forward to your response.

Respectfully,

Craig Clark

CRAIG CLARK

CC:cm

Copy to: Mayor, City of Silverton
Silverton City Council
Silverton Appeal-Tribune

RECEIVED
STATE HWY ENGR
MAY 2 '73
REFER TO

FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

RECEIVED
MAY 2 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

CITY OF
SILVERTON
CITY HALL 306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

15 May 1973

Re: Oak Street (State Highway 213) between Church Street
and Mill Street, City of Silverton

George Baldwin, State Highway Administrator
State Highway Building
Salem, Oregon

Dear Sir:

The city council of the City of Silverton, at their regular meeting on 7 May 1973, requested that I contact the State Highway Division pertaining to the possibility of improving Oak Street from Church Street to Mill Street. The paved portion between these two points is only 20' wide, on a slight curve, and is on a hill. This highway is heavily used by all types of vehicles.

The problem of what to do with Oak Street hill has been plaguing the City and the State for over 10-years. The State's willingness to participate in improving of this street has been denied in the past. Yet, the accidents are continuing to occur on a regular basis, and have become a concern of the City Council, and to the citizens of Silverton.

Due to public pressure resulting from this problem, we ask for a current review of the status of this segment of Oak Street. While the community awaits the possible re-routing of this segment of 213, the general condition and the safety factors are rapidly deteriorating.

Sincerely,

Jack R. Brown
City Manager

DLT:pl

RECEIVED
MAY 16 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8745 Heppner Rock Prod. Proj. 1978
on Wasco-Heppner Hwy.

8745.

December 21, 1978

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On December 20 we wrote to you concerning release of final payment on Contract No. 8745 awarded to Jarl Construction, Inc., for the Heppner Rock Production Project on the Wasco-Heppner Highway in Morrow County.

Final payment on this contract is $3,349.77 and the total contract amount is $66,995.30. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

bc C. T. Keasey
Walt Hart
Dale Allen

8745 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Heppner

WEEK ENDING: Sept. 30, 1978

SECTION PREFIX: 25-8314

HIGHWAY: Wasco-Heppner

COUNTY: Morrow

NAME OF JOB: Heppner

KIND OF WORK: Rock Production

CONTRACTOR: Jarl Construction, Inc.

CONTRACT NUMBER: 8745

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 30, 1978

DATE WORK STARTED: August 15, 1978

ESTIMATED COMPLETION DATE: Sept. 30, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: August 31, 1978

PERCENT OF TIME ELAPSED: 129%

PROJECT AUTHORIZATION: $ 78,089.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 71,269.00

ENGINEERING AUTHORIZATION: $ 6,820.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,269.00

ENGINEERING COST TO DATE: $ 4,025.92

DATE PROJECT WAS COMPLETED: Sept. 27, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN ______%

PERCENT OF AUTHORIZATION: 59 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | 100% | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | 10,000 CY | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | 10,000 CY | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | 10,000 CY | | |
| AVERAGE DAILY QUANTITIES | | | 1,200 CY | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | Over Time | | |
| NUMBER OF SHIFTS PER DAY | | | 2 | | |
| HOURS PER SHIFT | | | 10 | | |

EQUIPMENT USED DURING THE WEEK:

1 Crushing plant, 1 dozer, 1 loader, 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 24 | Cloudy mild | | | |
| MONDAY 25 | Clear warm | | | |
| TUESDAY 26 | Cloudy mild | | | |
| WEDNESDAY 27 | Cloudy cool | | | |
| THURSDAY 28 | Cloudy mild | | | |
| FRIDAY 29 | Clear warm | | | |
| SATURDAY 30 | | | | |

K

RECEIVED
OCT 1 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 24 | No Activity |
| MONDAY 25 | Crusher in operation crushing 3/4" - 1/2" and finished 3/8" - #10<br>2 ten hour shifts |
| TUESDAY 26 | Crusher in operation crushing 3/4" - 1/2"<br>2 ten hour shifts |
| WEDNESDAY 27 | Crusher in operation crushing 3/4" - 1/2"<br>2 ten hour shifts<br>Crushing operation finished on second shift |
| THURSDAY 28 | |
| FRIDAY 29 | |
| SATURDAY 30 | |

## REMARKS

Crusher operations finished crushing 3/8" - #10 aggregate Monday, Sept. 25, 1978 and finished crushing 3/4" - 1/2" aggregate on Wednesday, Sept. 27, 1978. The contractor used ten hour shifts.

SIGNED WCFerguson LOCATION Hermiston
W. C. Ferguson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8745

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1978

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8745 for the Heppner Rock
Production Project on the Wasco-Heppner
Highway in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinna
Dale Allen
John Hagedorn

**Jarl Construction, Inc.** ★ GENERAL CONTRACTING

AREA CODE 503 298-1312
AREA CODE 509 767-1133

POST OFFICE BOX 691
THE DALLES, OREGON 97058

June 7, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, OR 97310

RE: HEPPNER ROCK PRODUCTION
O.S.H.D. Contract No. 8745

Gentlemen:

Enclosed herewith please find two (2) executed copies of the contract for the above referenced project.

Very truly yours,

Office Manager

Encl.

RECEIVED
JUN 13 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8745

9

May 31, 1978

Jarl Construction, Inc.
P. O. Box 691
The Dalles, OR 97058

Gentlemen:

Enclosed are three copies of Contract No. 8745 awarded to you on May 30, 1978, for the Heppner Rock Production Project on the Wasco-Heppner Highway in Morrow County in the amount of $68,200.

Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is August 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc C. T. Kassey
Walt Hart
Robert Church
Dale Allen
John Hagedorn

8746 SW Barbur Blvd @ Miles, W. 197
Burnside @ 23d NW, 1st Ave @
Arthur SW (Traffic signal installation)

C+Q 5931 1-13-77
C+Q 5916 2-25-77 ; 8-4-78

**OREGON STATE HIGHWAY DIVISION**

8746

FORM 81-734-1150

# HIGHWAY DIVISION INVOICE

NO. 131435

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 3-27-81 | CC 81-14 | |

**CREDIT DISTRIBUTION**

| | |
|---|---|
| 324-02 | 1,035.75 |
| 26-1001-295-00-000 | [1,026.29] |
| 326-1002-295-00-000 | [9.46] |
| 26-1001-296-00-000 | 1,026.29 |
| 326-1002-296-00-000 | 9.46 |

PORTCIT

City of Portland
621 SW Alder
Portland, OR 97205
Attn: Mr. David Vargas, Hwy Coordinator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING per attached Itemized Statement<br>Federll Aid Urvan Project M-9361 (3) & M-000C (1)<br>Barbur Blvd. at 3rd and Miles, and W. Burnside at 23rd and SW 1st at Arthur | | | |
| Multnomah County<br>Agreement No. 5931<br>Contract No. 8746 | | | |
| Total Cost | | | $171,178.41 |
| Less: Federal Funds | | | -146,815.73 |
| Less: State Share | | | -12,166.93 |
| City Share | | | 12,195.75 |
| City Advance Deposit | | | 11,160.00 |
| AMOUNT DUE | | | $ 1,035.75 |
| FINAL | | | |

8746

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING
(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 3-2-81 | CC 81-14 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 326-1920-295 | $ 320.20 |
| 326-1926-295 | 507.06 |
| 26-1001-295 | 2,999.03 |
| 326-1002-295 | 9.46 |

**BILL TO:** Code:

City of Portland
621 S.W. Alder
Portland, Oregon 97205

Attn: Mr. David Vargas, Highway Coordinator

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement<br>Federal Aid Urban Project M-9361(3) & M-000C(1)<br>[redacted]<br>Multnomah County<br>Agreement No. 5931<br>Contract No. 8746 | | | |
| TOTAL COST | | | $171,178.41 |
| Less Federal Funds | | | 146,815.73 |
| Less State Share | | | 12,166.93 |
| City Share | | | 12,195.75 |
| City Advance Deposit | | | 11,160.00 |
| (Please attach itemized statement with billing) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 11,160.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 8,360.00 |
| Balance | $ 2,800.00 |
| Transfer to Highway Fund | $ 2,800.00 |
| Refund Due | $ - - - |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC-1924 |

Amount Due . . . . . $ 1,035.75

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved: D. E. Swan
D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** March 2, 1981

**CITY** PORTLAND **Contract No.** 8746 **Date Completed** 5-9-79

**PROJECT #** M-9361(3) M-000C(1) **Section** Barbur Blvd. at 3rd and Miles and W. Burnside at 23rd Avenue & S.W. 1st @ Arthur

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 11,547.94 |
| Payment to Contractor | | 139,241.79 |
| SFO #1 Signal Controller Testing | | 3,080.00 |
| Work by City | | 2,643.19 |
| Construction Engineering | | 14,168.12 |
| Audit Expense | | 118.65 |
| Project Management | | 12.49 |
| Interest | | 20.91 |
| Training | | 82.34 |
| EEO Monitoring | | 262.98 |
| TOTAL | | $171,178.41 |
| Less Federal Funds | | 146,815.73 |
| BALANCE | | $ 24,362.68 |
| Non-Participating Items: | | |
| Preliminary Engineering | $ 7.92 | |
| Construction Engineering | 35.68 | |
| Interest | 20.91 | $ 64.51 |
| AMOUNT TO BE SHARED | | $ 24,298.17 |

State Share: 50% of ($24,298.17 + $35.68) = $12,166.93

City Share: 50% of $24,298.17 + ($64.51 - $17.84) = $12,195.75

**Reference:** **Billing Form** CC 81-14

8346

## STATEM OF COSTS INCURRED UNDER PROJECT AGRE NT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | W. Burnside St. at N.W. 23rd Ave. and S.W. 1st Ave. at S.W. Arthur St. FAU 9326 and FAU 9380 (City Streets) City of Portland, Multnomah County | | | | | |
| | 4-24-80 | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | All | Required | | $ 2,057.19 | |
| | City of Portland | All | Required | | 4,972.97 | |
| | Total Participating PE | | | | $ 7,030.16 | |
| | Construction | | | | | |
| | Type Code 7031 | | | | | |
| | Traffic Signals | | | | | |
| | Formal Contract Payments | Lump | Sum | | 82,509.39 | |
| | City of Portland | All | Required | | 1,482.10 | |
| | Total Participating Construction | | | | $ 83,991.49 | |
| | Construction Engineering | | | | | |
| | State | All | Required | | 7,940.16 | |
| SPO | #1 Signal Control Testing | All | Required | | 1,786.40 | |
| | Total Participating Construction Engineering | | | | $ 9,726.56 | |
| | Misc. Project Cost | | | | | |
| | Audit Expense | All | Required | | 39.32 | |
| | E.E.O. Monitoring Expense | All | Required | | 113.74 | |
| | Total Misc. Project Cost | | | | $ 153.06 | |
| | Total Participating Cost | | | | $100,901.27 | |
| | Nonparticipating Project Cost | | | | | |
| | State P.E. | All | Required | | $ 7.92 | |
| | Construction Engineering | All | Required | | 14.72 | |
| | Total Nonparticipating Cost | | | | $ 22.64 | |
| | Total Project Cost | | | | $100,923.91 | |

Prepared based on Participating Costs as shown on Federal Billing as of 12/23/80.

AMOUNT CARRIED FORWARD . . .

326-1926

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE Oregon

VOUCHER PERIOD FROM 3-17-77 TO [illegible]

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-000C(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| PE | $ 7,038.08 | $ 7,030.16 | 85.80% | $ 6,031.88 | $ 6,031.88 | $ 0.00 |
| CONST | 133.21 | 133.21 | 85.80% | 114.29 | 114.29 | 0.00 |
| | 93,752.62 | 93,737.90 | 85.80% | 80,427.12 | 80,427.12 | 0.00 |
| | $100,923.91 | $100,901.27 | 85.80% | $86,573.29 | $86,573.29 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 10/30/80

PASSED FOR PAYMENT
V.E. Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

```
 NW THURMAN @ 22ND, PTLD          CONT NO        * FA PROJ NOS RRP 00S011 100
                                     326    1924     296       00 N 9                        1,545.
                                     326    1924     298       00 N 9                        1,545.
                                     326    1924     901       00 P 1
                                     326    1924     905       00 P 1
                                     326    1924     914       00 P 1
                                                     TOT       P1
                                                 ** JOB TOTALS **                **

  23RD @ BURNSIDE & 1ST@ARTHUR  CONT NO          * FA PROJ NOS M    00C001 100
                                     326    1926     296       00 N 9                        1,743.
                                     326    1926     298       00 N 9                        1,743.
                                     326    1926     901       00 P 1
                                     326    1926     903       00 P 1
                                     326    1926     905       00 P 1                            31.
                                     326    1926     909       00 P 1
                                     326    1926     909       00 N 1
                                     326    1926     911       00 P 1                           188.
                                     326    1926     920       00 P 1                            41.
                                     326    1926     921       00 P 1                           472.

TOTAL TO DATE JOB COST SUMMARY                                                          JANUARY 1981
                                                                                               FISCAL
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX        FUNCTION   GR  CURRENT MONTH        YEAR TO DA
                                                     TOT       P1                               733.
                                                     TOT       N1
                                                 ** JOB TOTALS **                **             733.

   NE BROADWAY @9TH PORTLAND      CONT NO        * FA PROJ NOS M    318001 100
                                     326    1927     296       00 N 9                           709.
                                     326    1927     298       00 N 9                           709.
                                     326    1927     901       00 P 1                           219.
                                     326    1927     903       00 P 1                           372.
                                     326    1927     905       00 P 1
                                     326    1927     911       00 P 1                           245.
                                     326    1927     914       00 P 1
                                     326    1927     920       00 P 1                           312.
                                     326    1927     921       00 P 1
                                     326    1927     922       00 N 1
                                     326    1927     923       00 P 1
                                                     TOT       P1                             1,150
                                                     TOT       N1
                                                 ** JOB TOTALS **                **           1,150

   NW VAUGHN @ 22ND, PTLD         CONT NO        * FA PROJ NOS RRP 00S011 100
                                     326    1928     296       00 N 9                           743
                                     326    1928     298       00 N 9                           743
                                     326    1928     901       00 P 1
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CONT NO       * FA PROJ NOS RRP 00S011 100                                              STATE
    326    1924     296        00 N 9                       1,545.15CR     1,545.15CR
    326    1924     298        00 N 9                       1,545.15       1,545.15
    326    1924     901        00 P 1                                      1,642.40
    326    1924     905        00 P 1                                         22.16
    326    1924     914        00 P 1                                         52.27
                    TOT        P1                                          1,716.83
                 ** JOB TOTALS **                **               **       1,716.83  **

CONT NO       * FA PROJ NOS M    00C001 100                                             STATE
    326    1926     296        00 N 9                       1,743.88CR     6,031.88CR
    326    1926     298        00 N 9                       1,743.88       6,031.88
    326    1926     901        00 P 1                                         67.34
    326    1926     903        00 P 1                                      4,972.97
    326    1926     905        00 P 1                          31.74CR       240.68
    326    1926     909        00 P 1                                          2.83
    326    1926     909        00 N 1                                          7.92
    326    1926     911        00 P 1                         188.01CR       982.60
    326    1926     920        00 P 1                          41.00CR       119.00
    326    1926     921        00 P 1                         472.95CR       644.74
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                                                       JANUARY 1981         PAGE  726
                                                            FISCAL          GRAND TOTAL
NT          PREFIX         FUNCTION   GR   CURRENT MONTH   YEAR TO DATE       TO DATE

                            TOT      P1                     733.70CR         7,030.16
                            TOT      N1                                          7.92
                         ** JOB TOTALS **            **     733.70CR**       7,038.08  **

CONT NO       * FA PROJ NOS M    318001 100                                              STATE
    326    1927     296        00 N 9                       709.35CR         2,425.35CR
    326    1927     298        00 N 9                       709.35           2,425.35
    326    1927     901        00 P 1                       219.96CR             1.86CR
    326    1927     903        00 P 1                       372.80CR         1,582.99
    326    1927     905        00 P 1                                          201.45
    326    1927     911        00 P 1                       245.28CR           527.24
    326    1927     914        00 P 1                                            5.40
    326    1927     920        00 P 1                       312.00CR
    326    1927     921        00 P 1                                          439.71
    326    1927     922        00 N 1                                            3.24
    326    1927     923        00 P 1                                           21.82
                    TOT        P1                         1,150.04CR         2,826.75
                    TOT        N1                                                3.24
                 ** JOB TOTALS **                **       1,150.04CR**       2,829.99  **

CONT NO       * FA PROJ NOS RRP 00S011 100                                               STATE
    326    1928     296        00 N 9                       743.00CR           743.00CR
    326    1928     298        00 N 9                       743.00             743.00
```

```
                                        TOT        P1               11.20           79,498.34
                                        TOT        N1                                   16.35
                                     ** JOB TOTALS **               11.70  **       79,514.69  **

   CHANGE TO  326-1025          CONT NO 8694 * FA PROJ NOS X1   000003 100                              X1
                                   326   1001     201      00 P 1
                                   326   1001     201      00 N 1
                                   326   1001     206      00 N 1
                                   326   1001     296      00 N 9    48,000.00CR          48,000.00CR
                                   326   1001     297      00 N 9    48,000.00            48,000.00
                                   326   1001     298      00 N 9
                                   326   1001     900      00 P 1                              4.12CR
                                   326   1001     900      00 N 1
                                   326   1001     915      00 P 1
                                   326   1001     920      00 P 1
                                   326   1001     985      00 P 1
                                                  TOT      P1                                  4.12CR
                                                  TOT      N1
                                               ** JOB TOTALS **              **                4.12CR**

   W BURNSIDE/NW 23RD/SW 1ST    CONT NO         FA PROJ NOS M   000001 100
                                   326   1002     296      00 N 9 Tr. St.                    114.29CR
                                   326   1002     298      00 N 9 "  Fed                     114.29
                                   326   1002     900      00 P 1 Const Eng.
                                   326   1002     900      02 P 1 City wk
                                   326   1002     920      00 P 1 Proj. Mgmt
                                                  TOT      P1
                                               ** JOB TOTALS **              **                        **



TOTAL TO DATE JOB COST SUMMARY                                                    JANUARY 198

                                                                                    FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE

   SW PINE-SW MADISON, PTLD     CONT NO 8711   FA PROJ NOS M   00C004 100
                                   326   1003     201      00 P 1
                                   326   1003     204      00 N 1
                                   326   1003     282      00 P 1                           142.44
                                   326   1003     295      00 N 9
                                   326   1003     296      00 N 9                           282.87CR
                                   326   1003     298      00 N 9                           282.82
                                   326   1003     900      00 P 1                           187.25
                                   326   1003     900      00 N 1
                                   326   1003     900      01 P 1
                                   326   1003     900      02 P 1
                                   326   1003     920      00 P 1
                                   326   1003     940      00 P 1         56.00              56.00
                                   326   1003     941      00 P 1            98                 98
                                   326   1003     945      00 P 1         25.84              25.84
                                   326   1003     985      00 P 1
                                                  TOT      P1             82.82             412.51
```

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              TOT        P1               11.70          79,4[illegible]        [illegible]
              TOT        N1                                   16.35              16.35
          ** JOB TOTALS **                11.70  **      79,514.69  **      79,514.69  **

 NO 8694 * FA PROJ NOS XI   000003 100                                  XI  704004     STATE
326    1001       201       00 P 1                                          92,362.03    78    78
326    1001       201       00 N 1                                             181.05CR  78    78
326    1001       206       00 N 1                                              48.00    78    78
326    1001       296       00 N 9    48,000.00CR       48,000.00CR       141,263.67CR  78    81
326    1001       297       00 N 9    48,000.00         48,000.00          61,280.00    78    81
326    1001       298       00 N 9                                          79,983.67    78    80
326    1001       900       00 P 1                           4.12CR            643.81    78    80
326    1001       900       00 N 1                                              85.68    78    80
326    1001       915       00 P 1                                             183.79    80    80
326    1001       920       00 P 1                                              27.27    78    80
326    1001       985       00 P 1                                               4.16    78    78
                  TOT       P1                               4.12CR         93,221.06
                  TOT       N1                                                  47.37CR
          ** JOB TOTALS **               **                  4.12CR**       93,173.69  **

 NO              FA PROJ NOS M   000001 100                                           STATE
326    1002       296       00 N 9 Tr. St.                 114.29CR            114.29CR  80    81
326    1002       298       00 N 9 "  Fed                  114.29              114.29    80    81
326    1002       900       00 P 1 const Eng.                                   38.96    78    80
326    1002       900       02 P 1 City wk                                      81.76    79    79
326    1002       920       00 P 1 Proj. Mgmt                                   12.49    78    78
                  TOT       P1                                                 133.21
          ** JOB TOTALS **               **                  **                133.21  **


                                                     JANUARY 198          PAGE  200

  PREFIX          FUNCTION   GR  CURRENT MONTH          FISCAL            GRAND TOTAL      ACTIVE YRS
                                                     YEAR TO DATE          TO DATE         BEG    END

 NO 8711   FA PROJ NOS M    00C004 100                                                 STATE
326    1003       201       00 P 1                                         651,946.00    78    80
326    1003       204       00 N 1                                           9,000.00CR  78    80
326    1003       282       00 P 1                         142.44            6,163.78    79    80
326    1003       295       00 N 9                                          42,200.00    78    78
 26    1003       296       00 N 9                         282.87CR        635,492.96CR  78    81
 26    1003       298       00 N 9                         282.87          592,792.96    78    81
 26    1003       900       00 P 1                         187.25           25,270.31    78    81
 26    1003       900       00 N 1                                              50.56    78    78
 26    1003       900       01 P 1                                           8,000.00    79    79
 26    1003       900       02 P 1                                             290.69    78    78
 26    1003       920       00 P 1                                              31.90    78    78
 26    1003       940       00 P 1        56.00             56.00               56.00    81    81
 26    1003       941       00 P 1          .98               .98                 .98    81    81
 26    1003       945       00 P 1        25.84             25.84               25.84    81    81
 26    1003       985       00 P 1                                             196.21    78    79
                  TOT       P1            82.82            412.51          690,983.71
```

8746 H-9361(3) P

STATEM T OF COSTS INCURRED UNDER PROJECT AGRE ENT P1

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **S.W. Barbur Blvd. at S.W. 3rd Ave. and S.W. Miles St. (Portland) Section Multnomah County** | | | | | |
| | 4-24-80 | | | | | |
| | **Preliminary Engineering** | | | | | |
| | **Type Code P.E.** | | | | | |
| | City of Portland | All | Required | | $ 2,275.83 | |
| | State | All | Required | | 2,1[illegible] | |
| | Total Participating P.E. | | | | $ 4,4[illegible] | |
| | **Construction** | | | | | |
| | **Type Code 7021** | | | | | |
| | **Traffic Signal** | | | | | |
| | Formal Contract Payments | Lump | Sum | | $86,732.40 | — |
| | City of Portland | All | Required | | 1,079.33 | — |
| | Total Participating Construction | | | | $87,811.73 | |
| | **Construction Engineering** | | | | | |
| | State | All | Required | | 6,368.07 | |
| SPO | #1 Signal Control Testing | All | Required | | 1,2[illegible] | — |
| | Total Participating Construction Engineering | | | | $ 7,6[illegible] | |
| | **Misc. Project Cost** | | | | | |
| | Audit (P.E.) | All | Required | | 101.70 | |
| | E.E.O. Monitoring Expense | All | Required | | 149.24 | — |
| | Audit Expense Const. | All | Required | | 7[illegible] | — |
| | Total Participating Misc. Project Cost | | | | $ [illegible] | |
| | Total Participating Cost | | | | $70,212.83 | |
| | **Nonparticipating Cost** | | | | | |
| | Interest on final payments | All | Required | | $ 20.91 | — |
| | Construction Engineering | All | Required | | 20.96 | — |
| | Total Nonparticipating Cost | | | | $ 41.87 | |
| | Total Project Cost | | | | $70,254.80 | |

Prepared based on Participating Costs as shown on Federal Billing as of 12/23/80.

AMOUNT CARRIED FORWARD .....

326-1920
26-1001

(MEMORANDUM)

| | |
|---|---|
| FORM APPROVED BY<br>COMPTROLLER GENERAL,<br>U.S. MAY 12, 1966<br>U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED** | STATE VOUCHER NO.<br><br>FHWA VOUCHER NO. |
| APPROPRIATION | FHWA SCHEDULE NO. |
| THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*<br>Treasurer of the State of Oregon<br>ADDRESS<br>Capitol Bldg.<br>Salem, OR 97310 | PAID BY<br><br>*(For use of Paying Office)* |

| | | | |
|---|---|---|---|
| STATE | Oregon | VOUCHER TYPE *(Check Appropriate Block)* | |
| | | ☐ CURRENT BILLING | |
| VOUCHER PERIOD | FROM 3-30-77 | ☐ OTHER PROGRESS | FEDERAL AID PROJECT NO.<br>M-0381(3) |
| | TO 6-26-80 | XX<br>☐ FINAL VOUCHER (*) | |

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| | TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|---|
| PE | $ 4,509.86 | $ 4,509.86 | 85.80% | $ 3,869.46 | $ 3,869.46 | $ 0.00 |
| CONST | 65,744.64 | 65,702.77 | 85.80% | 56,372.98 | 56,372.98 | 0.00 |
| | $70,254.50 | $70,212.63 | 85.80% | $60,242.44 | $60,242.44 | $ 0.00 |

| | | |
|---|---|---|
| RECEIVED DIVISION OFFICE<br>BY Oregon DATE | DIVISION OFFICE REVIEW MADE<br>BY 12/30/80 | PASSED FOR PAYMENT<br>V.J. Skoog, Controller |

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

```
  3          024   1098     285     04 P 1                                                     8
             024   1098     285     05 P 1                                                     5
             024   1098     291     03 N 1                                                 1,761
             024   1098     296     00 N 9                                                 1,75
             024   1098     298     00 N 9
             024   1098     299     00 N 9                                                   25
             024   1098     900     00 P 1                                                   63
             024   1098     900     00 N 1
             024   1098     915     00 P 1
             024   1098     950     00 P 1
             024   1098     985     00 P 1                                                 2,04
                                    TOT     P1
                                    TOT     P8                                                 7
                                    TOT     N1
                                ** JOB TOTALS **                 **                  **    2,11

                         CONT NO 8746 * FA PROJ NOS M   361003  42 M   00C001  58
TRAFFIC SIGNALS              026   1001     201     00 P 1 Cont
                             026   1001     201     00 P 2  "
P1= M-9361(3)                026   1001     206     00 N 1 Int.
                             026   1001     270     02 P 1 City wk.    148.40CR          148.40CR
P2= M-000C(1)                026   1001     282     00 P 1 City Pay  1,482.10CR        1,482.10CR
                             026   1001     282     00 P 2  "    "   1,482.10          1,482.10
                             026   1001     295     00 N 9 Tr. City
                             026   1001     296     00 N 9  "  St.     347.57            288.92       13
                             026   1001     298     00 N 9  "  Fed     347.57CR          288.92CR     13
                             026   1001     900     00 P 1 Const Eng.
                             026   1001     900     00 P 2  "    "
                             026   1001     900     00 N 1  "    "
                             026   1001     900     00 N 2  "    "
                             026   1001     900     01 P 1 Cont. Test
                             026   1001     900     01 P 2  "    "  "                     79.33
                             026   1001     915     00 P 1 Audit                            39.32
                             026   1001     915     00 P 2  "
                             026   1001     948     00 P 1             232.86            232.86
                             026   1001     948     00 P 2             730.06            730.06
                             026   1001     950     00 P 1 Training
                             026   1001     950     00 P 2  "
                             026   1001     985     00 P 1 EEO
                             026   1001     985     00 P 2  "
                                            TOT     P1               1,397.64CR        1,318.31CR
                                            TOT     P2               2,212.16          2,251.48
                                            TOT     N1
                                            TOT     N2
                                        ** JOB TOTALS **               814.52  **        933.17  **   1

                                                                                    DECEMBER 1980    P
TOTAL TO DATE JOB COST SUMMARY
                                                                                        FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE

  ROSS IS BR - SE 52ND AVE     CONT NO 8748 * FA PROJ NOS XI  024012  58 XI  024013  42
                                  026   1002     201     00 P 5
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 024    1098      285       04 P 1                                                      [illegible]
 024    1098      285       05 P 1                                                       8,523.02     76     76
 024    1098      291       03 N 1                                                       5,391.84CR   78     78
 024    1098      296       00 N 9                                                   1,761,294.39CR   75     79
 024    1098      298       00 N 9                                                   1,755,037.05     75     79
 024    1098      299       00 N 9                                                       6,257.34     78     78
 024    1098      900       00 P 1                                                     256,057.19     75     79
 024    1098      900       00 N 1                                                      63,164.29     75     79
 024    1098      915       00 P 1                                                         255.20     75     78
 024    1098      950       00 P 1                                                       8,203.85     75     77
 024    1098      985       00 P 1                                                          74.52     75     77
                  TOT       P1                                                       2,044,845.23
                  TOT       P8                                                             652.49
                  TOT       N1                                                          71,634.83
               ** JOB TOTALS **                          **                     **   2,117,132.55  **

                                                                                                   STATE
NT NO 8746 * FA PROJ NOS M   361003  42 M   00C001  58
 026    1001      201       00 P 1 Cont                                                 56,732.40     78     80
 026    1001      201       00 P 2 "                                                    82,509.39     78     80
 026    1001      206       00 N 1 Int.                                                     20.91     80     80
 026    1001      270       02 P 1 City wt.   148.40CR              148.40CR                           80     81
 026    1001      282       00 P 1 City Pay 1,482.10CR            1,482.10CR             1,079.33     79     81
 026    1001      282       00 P 2 " "      1,482.10              1,482.10               1,482.10     81     81
 026    1001      295       00 N 9 Tr. City                                              4,360.00     79     79
 026    1001      296       00 N 9 " St       347.57                288.92             139,252.06CR   78     81
 026    1001      298       00 N 9 " Fed      347.57CR              288.92CR           134,902.06     78     81
 026    1001      900       00 P 1 Const Eng.                                            6,101.43     78     80
 026    1001      900       00 P 2 " "                                                   7,029.13     78     80
 026    1001      900       00 N 1 " "                                                      20.96     78     79
 026    1001      900       00 N 2 " "                                                      14.72     78     79
 026    1001      900       01 P 1 Cont. Test                                            1,293.60     79     79
 026    1001      900       01 P 2 "" " "                                                1,786.40     79     79
 026    1001      915       00 P 1 Audit                              79.33                 79.33     80     80
 026    1001      915       00 P 2 "                                  39.32                 39.32     80     80
 026    1001      948       00 P 1            232.86                232.86                232.86     81     81
 026    1001      948       00 P 2            730.06                730.06                730.06     81     81
 026    1001      950       00 P 1 Training                                                 34.58     79     79
 026    1001      950       00 P 2 "                                                        47.76     79     79
 026    1001      985       00 P 1 EEO                                                     149.24     78     79
 026    1001      985       00 P 2 "                                                       113.79     78     79
                  TOT       P1            1,397.64CR            1,318.31CR              65,702.77
                  TOT       P2            2,212.16              2,251.48                93,737.90
                  TOT       N1                                                              41.87
                  TOT       N2                                                              14.72
               ** JOB TOTALS **             814.52  **            933.17  **           159,497.26  **

                                                             DECEMBER 1980          PAGE   59
                                                                  FISCAL            GRAND TOTAL       ACTIVE YRS
                                                               YEAR TO DATE          TO DATE          BEG    END
            PREFIX        FUNCTION   GR   CURRENT MONTH
                                                                                                   STATE
CONT NO 8748 * FA PROJ NOS XI  024012  58 XI  024013  42
 026    1002      201       00 P 5                                                  32,344.00          78     78
```

```
                                   326   1918       915      00 P 1
                                   326   1918       920      00 P 1                                   .08
                                   326   1918       920      00 N 1                                   .0
                                   326   1918       923      00 P 1
                                                    TOT      P1                                      7.7
                                                    TOT      N1                                      1.2
                                                 ** JOB TOTALS **                  **                8.9

  FIVE PORTLAND BR'S TITLE 11   CONT NO       * FA PROJ NOS PHS 005054 100
                                   326   1919       296      00 N 9
                                   326   1919       298      00 N 9
                                   326   1919       901      00 P 1
                                   326   1919       905      00 P 1
                                   326   1919       920      00 P 1
                                   326   1919       921      00 P 1
                                                    TOT      P1
                                                 ** JOB TOTALS **                  **

  BARBUR BLVD @ 3RD & MILES     CONT NO       * FA PROJ NOS M   361003 100
                                   326   1920       296      00 N 9                                160.54
                                   326   1920       298      00 N 9                                160.54
                                   326   1920       903      00 P 1
                                   326   1920       905      00 P 1                                 76.48
                                   326   1920       911      00 P 1                                696.44
                                   326   1920       915      00 P 1                                101.70
                                   326   1920       920      00 P 1
                                   326   1920       921      00 P 1                                 63.8
                                   326   1920       923      00 P 1
                                                    TOT      P1                                    735.00
                                                 ** JOB TOTALS **                  **              735.00

  PORTLAND CBD SIG EXPANSION    CONT NO 0000 * FA PROJ NOS M   00C003 100
                                   326   1921       294      00 N 1
                                   326   1921       295      00 N 9
                                   326   1921       296      00 N 9
                                   326   1921       298      00 N 9
                                   326   1921       901      00 P 1                                  6.65
                                   326   1921       903      00 P 1
                                   326   1921       911      00 P 1
                                   326   1921       920      00 P 1
                                   326   1921       921      00 P 1
                                   326   1921       922      00 P 1


TOTAL TO DATE JOB COST SUMMARY                                                       JANUARY 1981

                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE
                                                    TOT      P1          -                    6.6
```

```
      326    1918      915       00 P 1                                               65.20
      326    1918      920       00 P 1                               .08
      326    1918      920       00 N 1                               .08CR           13.40
      326    1918      923       00 P 1                                               92.64
                       TOT          P1                              7.71CR        1,152.53
                       TOT          N1                              1.22CR          177.78
                    ** JOB TOTALS **                  **            8.93CR**      1,330.31  **

I   CONT NO       * FA PROJ NOS PMS 005054 100                                                 STATE
      326    1919      296       00 N 9                                           1,081.39CR
      326    1919      298       00 N 9                                           1,081.39
      326    1919      901       00 P 1                                             100.15
      326    1919      905       00 P 1                                             541.55
      326    1919      920       00 P 1                                              30.75
      326    1919      921       00 P 1                                             408.94
                       TOT          P1                                            1,081.39
                    ** JOB TOTALS **                  **                **        1,081.39  **

    CONT NO       * FA PROJ NOS M    361003 100                                                STATE
      326    1920      296       00 N 9                             160.54        3,869.46CR
      326    1920      298       00 N 9                             160.54CR      3,869.46
      326    1920      903       00 P 1                                           2,275.83
      326    1920      905       00 P 1                              76.46CR        206.56
      326    1920      911       00 P 1                             696.44CR      1,387.88
      326    1920      915       00 P 1                             101.70          101.70
      326    1920      920       00 P 1                                             122.00
      326    1920      921       00 P 1                              63.80CR        372.25
      326    1920      923       00 P 1                                              43.64
                       TOT          P1                              735.00CR      4,509.86
                    ** JOB TOTALS **                  **            735.00CR**    4,509.86  **

N   CONT NO 0000 * FA PROJ NOS M    00C003 100                                                 STATE
      326    1921      294       00 N 1                                             378.79CR
      326    1921      295       00 N 9                                           3,525.00
      326    1921      296       00 N 9                                           7,385.00CR
      326    1921      298       00 N 9                                           3,860.00
      326    1921      901       00 P 1                                6.65          13.04
      326    1921      903       00 P 1                                           5,335.08
      326    1921      911       00 P 1                                           1,515.96
      326    1921      920       00 P 1                                              79.42
      326    1921      921       00 P 1                                             722.83
      326    1921      922       00 P 1                                               6.70
```

```
RY                                                      JANUARY 1981        PAGE  725
                                                             FISCAL          GRAND TOTAL
ENT          PREFIX          FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                             TOT      P1         -              6.65          7,673.02
```

8746

April 24, 1980

CON 3
#8746

American Insurance Co.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

A post-final payment for $6,300.00 will be made to W. R. Grasle Co., on Contract No. 8746 for work on the SW Barbur Boulevard at SW Miles Street, West Burnside Street at NW 23rd Avenue and SW 1st Avenue at SW Arthur Street in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $139,241.79 including the post-final payment. Of the total $3,411.39 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

gnk

cc: W. R. Grasle Co.
437 N. W. 16th Avenue
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
Ed Wardt

8726

GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE

L.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
H.S. Coulter, OSHD

# FINAL ACCEPTANCE REPORT

4-21-80

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>4-21-80 | REPORT MADE BY<br>Vincent Tabor, Asst. Area Engr. | | PROJECT NO.<br>M-000C(1) &<br>M-9361(3) |
| COMPLETION DATE<br>5-9-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>12-11-79 | TIME ELAPSED<br>132 % | CONTRACT TIME<br>240 calendar days |
| APPROVED EXTENSIONS<br>12-26-79 for 14 CD<br>4-18-80 for 63 CD | LOCATION Three locations: SW Barbur Blvd. @ S.W. Miles; SW First @ SW Arthur; & W. Burnside St. @ N.W. 23rd | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

The project provided for the installation of fully actuated multiphase signals at the subject intersections.

Contract costs underran by approximately 3 percent. Overall costs were estimated at $159,388 and final costs were $149,519 for an underrun of about 6 per cent.

All previous conflicts have been resolved and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
APR 28 '80
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/28
a.x

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Vincent Tabor Original signed by Vincent J. Tabor | | SIGNATURE<br>G. K. Hossner ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer | |
| TITLE Asst. Area Engr. | DATE 4-24-80 | TITLE Field Operations Engr. | DATE 4-24-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8746

1.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

April 18, 1980

In Reply Refer to
File No.: CON 5

W. R. Grasle Co.
P. O. Box 4123
Portland, OR 97208

NOTED
H. S. COULTER

Gentlemen:

Re: Contract Time
SW Barbur @ SW Miles;
SW First @ SW Arthur & W
Burnside St. @ NW 23rd
Contract No. 8746
FAP # M-9361(3) & M-000C(1)

Your request for reconsideration of contract time on the above contract has been carefully reviewed. A contract time extension of 63 calendar days is granted due to delays resulting from late signal pole delivery due to the railroad and truckers strikes. This will eliminate all liquidated damages on this contract.

Very truly yours,

C T Keasey

C. T. Keasey
Ass't. State Highway
Engineer

CTK:mk

cc: FHWA
H. S. Coulter
E. L. Hardt
Jerry Street
Bob Church

RECEIVED
STATE HWY ENGR
APR 21 '80
REFER TO
FOR

Form 734-3122

8746

2

January 15, 1980

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
Contract #8746

Gentlemen:

A post-final payment for $1,400.00 will be made to W. R. Grasle Company on Contract No. 8746 for traffic signal installation on Southwest Barbur Boulevard at Southwest Miles Street, West Burnside Street at Northwest 23rd Avenue and Southwest 1st Avenue at Southwest Arthur Street on FAU 9361, FAU 9326 and FAU 9380 in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $132,941.79 including the post-final payment. Of the total $3,411.39 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]

cc: W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97209

Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Ed Hardt

8746

ROBERT W. STRAUB GOVERNOR

Vic Atiyeh

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 28 '79
REFER TO
FOR
✓

CON 5 #8746

December 26, 1979

W. R. Grasle Company
Post Office Box 4123
Portland, OR 97208

Gentlemen:

Re: Time Extension Request
S.W. Barbur Blvd. @ S.W. Miles,
S.W. First Ave. @ S.W. Arthur and
W. Burnside @ N.W. 23rd
FAP No. M-9361(3) & M-000C(1)
Contract No. 8746

Your request for additional contract time on the above project has been very carefully evaluated. A time extension of 14 calendar days is granted due to a delay in the State's approval of traffic signal pole shop drawings.

Additional time is not granted for the claimed early start of contract time count. The contract time count was started in accord with Section 108.08(c) of the contract provisions.

From the data submitted, the claimed delay in signal pole delivery does not appear to be a valid reason for additional contract time. We note a late submittal of shop drawings from the supplier, slow job progress after pole delivery and a lack of relevant data demonstrating any delay due to the claimed strikes.

Should you wish a more detailed review of your request, please contact Resident Engineer Street. If you then wish further discussion, a meeting will be arranged by Mr. Street at your request. Your pole supplier should attend this meeting, if possible.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O.B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
Jerry Street
Robert Church
FHWA

Form 81-734-3123 (Rev. 7-77)

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8746

DATE: December 26, 1979

TO: Memo to File

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
S.W. Barbur Blvd. @ S.W. Miles,
S.W. First Ave. @ S.W. Arthur and
W. Burnside @ N.W. 23rd
FAP No. M-9361(3) & M-000C(1)
Contract No. 8746

W. R. Grasle Company, contractor on this project, has requested 80 calendar day extension of contract time due to late delivery of signal poles and mast arms; late approval of shop drawings by the State; and early start of contract time. Significant contract dates and times are:

| | |
|---|---|
| Contract awarded | June 15, 1978 |
| Calendar day count started | June 27, 1978 |
| Preconstruction conference | July 26, 1978 |
| Contract time specified | 240 calendar days |
| Work "substantially complete" | May 9, 1979 |
| Contract time charged | 317 calendar days |

A delay from December 25, 1978 to February 22, 1979, (59 calendar days) in the delivery of signal poles is claimed due to two strikes. The strikes are stated as being: 1) North Western Pacific Railroad, July 10 to September 30, 1978, and 2) Independent Truckers strike, November 10, 1978 to January 10, 1979. The supplier states that "Our production was affected because of the strikes, which had curtailed shipments from the steel mills to our parent organization on the raw steel needed to roll the tubes."

A close examination of the project reveals several pertinent items related to the signal poles. First, the contractor's original schedule presented at the July 26 preconstruction conference indicated that poles would be available for installation on October 30, 1978. However, the selected supplier indicates that 16 weeks would be required for delivery after approval of shop drawings. Shop drawings were not received by the Resident Engineer until August 4 and, allowing three weeks for approval, would not have been approved until August 25 with a subsequent delivery of December 25 - almost two months after the date indicated at the preconstruction conference (which was not held until five weeks after contract award). This would seem to indicate that the contractor was "shopping" for a supplier several weeks after the contract was awarded. Second, the contractor's original schedule indicates that all signals will be ready for "turn-on" 40 calendar days after the poles were available. The actual signal "turn-on" was 72 calendar days after the poles were available. This amounts to an unexplained delay of 32 calendar days in completion of the work after pole delivery. (Note: Contract time count was stopped upon completion of signal "turn-on" even though removal of existing facilities was not complete. Removal work was required as part of the contract but the project would probably have been considered "substantially" completed upon new signal "turn-on" if the facility had been available to the public for full, uninterrupted use. This is a marginal circumstance since engineering charges were incurred until completion of all required work. All evaluations of contract time are considered on this basis.) Third, the signal pole supplier accepted an order from the contractor during the claimed Railroad strike (July 10 thru September 30); issued shop drawings on July 24; and on September 18 issued a shipping schedule for the "week of December 25, 1978." Subsequently the supplier claims that the "raw tubes" from which to fabricate the poles were "not in our stock" on September 18, apparently due to the railroad strike which ended September 30. It would appear that the supplier should not have promised a "week of December 25" delivery if the "raw tubes" were in short supply or not available. It would also appear that "raw tubes" should have been available after September 30 and before the claimed strike of November 10. Actual fabrication apparently required 43 calendar days (according to the supplier's letter) and therefore signal poles should have been delivered by the week of December 18 at the latest, with or without a strike. Fourth, no details of the claimed strikes or their actual delays on materials for this project are contained in the supplier's or contractor's submittals.

In summary, it appears that the contractor "shopped" for signal poles and thereby lost two months (60 calendar days) in his original schedule; that the contractor was slow in performing the work after receipt of the poles and thereby lost 32 calendar days; the pole supplier claimed delays do not appear actual nor are they supported. Additional time should not be granted for the claimed delay in signal pole delivery.

The contractor's claim of a delay in shop drawing approval by the State is valid. Shop drawings were received by the Resident on August 4, 1978 and were returned to the contractor on September 8 - an elapse time of 35 calendar days. These drawings required the approval of both the State and the City of Portland. While the time required may not actually be excessive, the contractor was not warned or advised in the contract that added time would be required for shop drawing approval. Normal approval of drawings requires about 21 calendar days when an outside agency - such as the City of Portland - is not involved. Under the contract, the contractor should have expected a 21 calendar day period for drawing approval. Therefore, a time extension of 14 calendar days should be granted for late shop drawing approval. (Future contract Special Provisions should state the amount of time that the contractor should allow for initial shop drawing review and/or approval.)

The contractor's claim that contract time started too early is not valid. The contract was awarded in accord with Section 103.06 of the contract. Contract time was started in accord with Section 108.08(c) of the contract provisions which states: "When the contract time is expressed on the basis of workdays or calendar days, the recording of the lapse of such days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond are mailed to the contractor for execution."

A time extension of 14 calendar days should be granted due to a delay in shop drawing approval. No additional time should be granted for the other reasons claimed.

This is a Federal Aid project and FHWA concurrence will not be required.

OBJ:fr

cc: H. S. Coulter
Ed Hardt
Jerry Street
FHWA
Jack Sullivan - (See marked section)
William Zirbes " " "

8746

CON 5
Contract No. 8746

bc

December 13, 1979

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon Street Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8746 awarded to W. R. Grasle Company for traffic signal installation on S.W. Barbur Boulevard at S.W. Miles Street, W. Burnside Street at N.W. 23rd Avenue and S.W. 1st Avenue at S.W. Arthur Street in Multnomah County was completed on May 9, 1979, and accepted by the State Highway Engineer on December 11, 1979.

Final payment in the amount of $6,971.20 will be released to the contractor after December 18, 1979. The total contract amount is $131,541.79, including $3,411.39 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dmc

cc: W. R. Grasle Co.
437 N.W. 16th Ave.
Portland, OR 97209

Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8746

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments (DEPT.) 378-6594 (TELEPHONE) FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: December 10, 1979

RDChurch for

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Highway Project Acceptance

Contract 8746, Work Completed May 9, 1979

Project SW Barbur Blvd. @ SW Miles; W. Burnside St. @ NW 23rd; SW 1st Ave. @ SW Arthur

Highway FAU 9361, FAU 9326 & FAU 9380

County Multnomah

Type of Work Traffic Signal Installation

Contractor W. R. Grasle Co.

Recommended Acceptance Date December 11, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 12/11/79

Surety Co. notified
12-13-79

8746

2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION SW BARBUR @ MILES; SW 1st ST @ SW ARTHUR; W BURNSIDE @ NW 23rd

WEEK ENDING November 10, 1979

SECTION PREFIX 26-1001

HIGHWAY FAU 9361, 9326 & 9380

COUNTY Multnomah

NAME OF JOB SW BARBUR @ MILES; SW 1st @ ARTHUR & W BURNSIDE @ 23rd

KIND OF WORK Traffic Signal Installation

CONTRACTOR W.R. Grasle Co.

CONTRACT NUMBER 8746

FEDERAL AID PROJECT NUMBER M-9361(3) & M-000C(1)

DATE OF CONTRACT June 15, 1978

DATE WORK STARTED October 11, 1978

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 240

CALENDAR DAYS USED 317

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 132

PROJECT AUTHORIZATION: $ 159,388.05

EXCLUSIVE OF ENGINEERING: $ 146,749.35

ENGINEERING AUTHORIZATION $ 12,638.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 146,029.39

ENGINEERING COST TO DATE $ 12,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.5 %

PERCENT OF AUTHORIZATION 99 %

DATE PROJECT WAS COMPLETED May 10, 1979

Estimated Percent Completed

SW Barbur Blvd @ SW Miles St.

| | BI Nos. 1, 2 & 3 | Footings Conduit | Poles | Signals | Wiring |
|---|---|---|---|---|---|
| Percent | 100 | 100 | 100 | 100 | 100 |
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

| | W Burnside St @ NW 23rd Ave | | | | SW 1st St @ SW Arhtur St. | | | |
|---|---|---|---|---|---|---|---|---|
| | Footing Conduit | Poles | Signals | Wiring | Footing Conduit | Poles | Signals | Wiring |
| PERCENT | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 4 | Showers | 0 | | |
| MONDAY 5 | Cloudy | 0 | | |
| TUESDAY 6 | Cloudy | 0 | | |
| WEDNESDAY 7 | Partly Cloudy | 0 | | |
| THURSDAY 8 | Partly Cloudy | 0 | | |
| FRIDAY 9 | Partly Cloudy | 0 | | |
| SATURDAY 10 | Fog A.M./Fair | 0 | | |

K

RECEIVED
NOV 13 1979
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlow
Widmer
Gabauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| Nov 4<br>SUNDAY | No Activity |
| Nov 5<br>MONDAY | Working on repair of detector loops at W Burnside @ 23rd. |
| Nov 6<br>TUESDAY | Working on repair of loop detector at First & Arthur |
| Nov 7<br>WEDNESDAY | Working of repair of detector loops at W Burnside & 23rd |
| Nov 8<br>THURSDAY | Working on repair of detector loops at Barbur Blvd & Miles |
| Nov 9<br>FRIDAY | Working on repair of detector loops at Barbur Blvd & Miles |
| Nov 10<br>SATURDAY | No Activity |

## REMARKS

SUMMARY: Completed epoxying of detector loops.

ANTICIPATED: Semi-Final Estimate submitted. This will be the last Weekly Report.

SIGNED Jerry C Street LOCATION PORTLAND
JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

97-

cc: State (H. S. Coult

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH
Marion Craft, Reg. Constr. Engineer, & Jerry Street, Res. Engr., OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>8-7-79 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer | PROJECT NO.<br>M-000C(1) & M-9361(3) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>130 % | WORK COMPLETED<br>100 % |

S.W. BARBUR @ MILES; W. BURNSIDE @ 23rd; S.W. 1st @ ARTHUR
Traffic Signals

This is a follow-up to Mr. Tabor's May 14, 1979 final inspection. Subsequent to that inspecation, a bond problem has developed between the epoxy filler (loop detectors) and the pavement. Cause of the problem is not known at this time but it is probable that the pavement adjacent to the cut was not cleaned prior to filler application. The problem could also lie with the epoxy mix or the stability of adjacent pavement, however, the existing pavement shows no other signs of movement.

Acceptance of this project is recommended subject to correction of the epoxy filler problem.

RECEIVED
STATE HWY ENGR
AUG 17 '79
REFER TO
Keasey
FOR
Info Invest R/D D/R Sign Act File

8-17
af

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

#8746 6-5-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M OC(1) & M9361(3)

ST E PROJECT NO.
See below

PROGRAM NO.

COUNTY NAME
Multnomah

FROM:
G. L. Green, Division Administrator
Salem, Oregon

ITEM NO.
71431 & 71432

PROGRAM STAGE (Check)
☐ ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12 '79
REFER TO
[illegible]
FOR
Info | Inv | R/D | D/R | Sign | Act | File

6-12
orig

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 3-1-78 | 5-17-79 | FAU 9326, 9380 & 9361 |
| | | STATE ROUTE NUMBER<br>City Streets |

GENERAL LOCATION:
West Burnside at 23rd and SW 1st at Arthur St. and
SW Barbur at 3rd and SW Miles

GENERAL DESCRIPTION OF WORK:
Paint Stripe Lines and Stop Lines at Intersections by City Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXX~~
~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 17, 1979, as requested in Mr. Keasey's letter of May 23, 1979, as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 2 representing work to be done by City of Portland is approved for TEC NTE $500 - Federal Funds $428.

| | |
|---|---|
| Project M-OOOC(1) | $300. |
| Project M-9361(3) | $200. |

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 6-5-79 | G. K. Hassner | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

8746

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 11-30-78 | CC 1924 | | 26-1001-295 |

**BILL TO:** Code:

City of Portland
400 SW 6th Avenue
Portland, Oregon 97204
Attn: John Lang, Hwy. Coordinator

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the construction on the West Burnside @ 23rd Ave., 1st Ave. @ S.W. Arthur and S.W. Barbur Blvd. @ S.W. Miles, FAU 9326, 9380 & 9361<br>Agreement No. 5931 & 5916<br>AD 295 & 440 | | | |

Advance Deposit Amount $ 11,160.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 11,160.00
Transfer to Highway Fund $ 8,360.00
Refund Due $

Amount Due . . . . . $

Partial or final request for billing Partial

Number of the previous request in connection with this service.

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: Gerald Wimer

SP*35736-734

#8746

STATE COPY

11-14-78

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>11-14-78 | INSPECTION MADE BY<br>C. T. Christianson, Area Engineer | | PROJECT NO.<br>M-000C(1)&M-9361(3) |

IN COMPANY WITH Marian Craft, Reg. 1 Construction Engr., OSHD; and Jerry Street, Resident Engineer, OSHD

LOCATION 3 intersections: S.W. Barbur at Miles Ave., W. Burnside at N.W. 23rd, and S.W. First St at S.W. Arthur

CONTRACTOR NAME AND ADDRESS
W. R. Grasle Company, Portland, Oregon

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>6-15-78 | CONTRACT AMOUNT<br>$138,480. | TIME ALLOWED<br>240 calendar days | TIME STARTED<br>6-27-78 | WORK STARTED<br>10-11-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>58% | WORK COMPLETED<br>24% | |

RECEIVED
STATE HWY ENGR
NOV 29 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

11-29

REMARKS

TRAFFIC SIGNAL INSTALLATION

Work on this project consists in upgrading and modernizing current traffic signal installations with some re-striping of the street area for left turn refuge but no work on moving curbs, islands, or street construction.

The contractor has experienced delays in obtaining delivery of signal poles and a delay in securing approval of the pole details. It is expected, however, that the project will be completed within the anticipated contract time period unless work stoppages are enforced by the City of Portland during the holiday season.

The only materials incorporated in the project to date are concrete reinforcing steel and a minor amount of conduit. These materials have been tested and are in conformance with contract provisions.

At Barbur and Miles the pole foundations and underground wiring has been completed. At First and Arthur modifications will be made to add left turn signals for moves from three directions including the installation of one new pole and mast arm and a new controller. Footings and conduits have been completed at this intersection with the exception of one crossing of Arthur Street. At Burnise and 23rd the existing signal will be revised to remove span wires and install poles with mast arms. One phase will be added to the signalization and the equipment will be synchronized with the West Burnside signals. Work in progress at this intersection included paving of the conduit trenches across the streets, ~~and~~ The footings and underground work here are substantially complete.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

#8746

August 4, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

MISC. CONTRACTS and AGREEMENTS No. 5916

Attention: George Yerkovich
City Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning traffic signal improvements at the intersection of S.W. Barbur Boulevard with 3rd Avenue and Miles Street in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Attachments

bc Don Harwell (Agreement attached)

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

July ~~6~~ 10, 1978

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Jon Rose, Regional Federal Aid Engr.

Dear Mr. Bothman:

Enclosed are quadruplicate copies of contract for traffic signal improvements at the intersection of S. W. Barbur Boulevard at S. W. 3rd and S. W. Miles Street as authorized by Ordinance No. 145953.

Will you kindly have the proper persons sign all four copies of the contract which have already been executed by the City of Portland officials and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

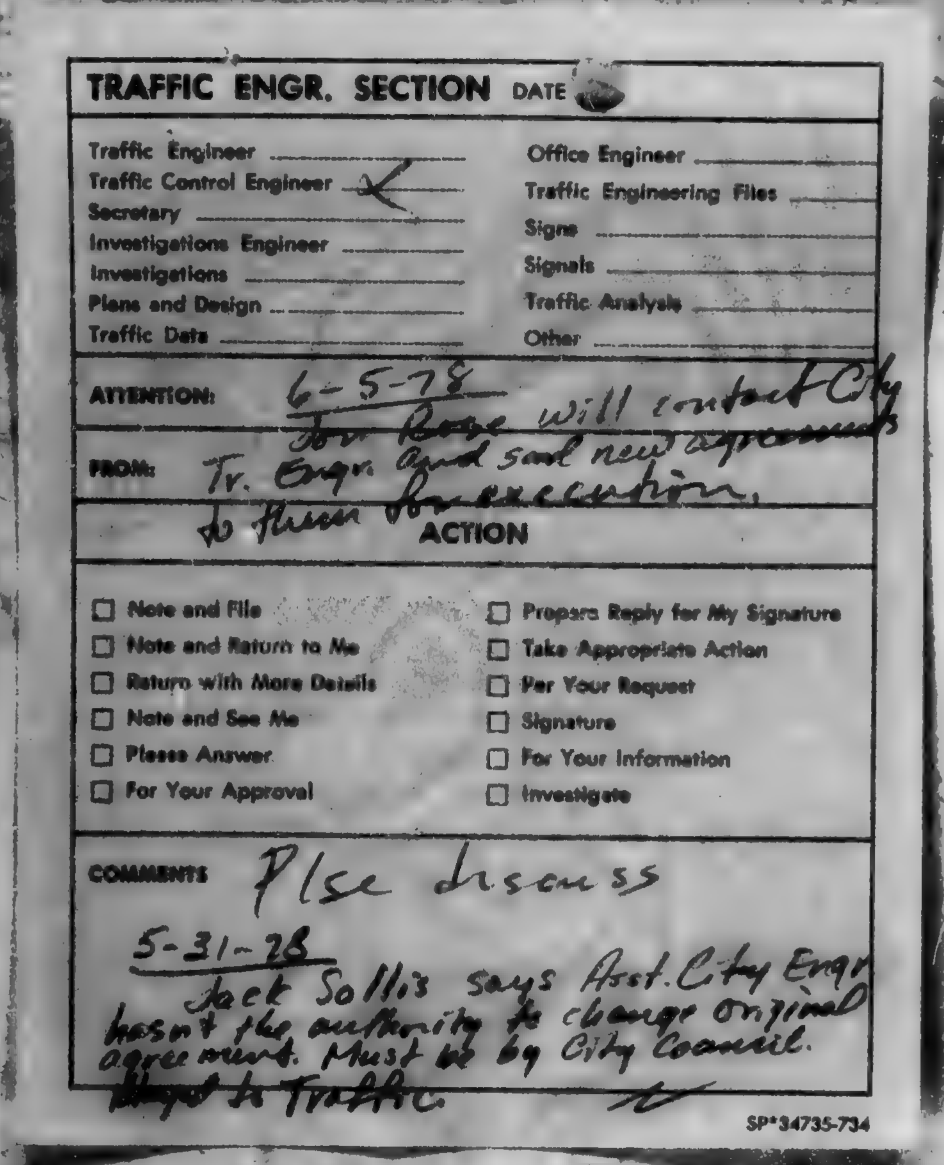
Yours very truly,

Geo. Yerkovich
Auditor of the City of Portland

From Metro Jon Rose
Date 7/10/78
To [redacted] Traffic Region 1
Comments: This revised agreement has been signed (4 copies) by City officials, has the approval of Metro and is forwarded for your further action.
Jon Rose

PDM PDE TSE SPC
ODOT - METRO
JUL 07 1978
PS FILE N/A

PROJECT MANAGEMENT
JUL 11 1978
CCE ☐ FAE ☐ OM ☐ CFE ☐
Zelmer
FM LG



**TRAFFIC ENGR. SECTION** DATE

Traffic Engineer ____
Traffic Control Engineer ✓
Secretary ____
Investigations Engineer ____
Investigations ____
Plans and Design ____
Traffic Data ____

Office Engineer ____
Traffic Engineering Files ____
Signs ____
Signals ____
Traffic Analysis ____
Other ____

**ATTENTION:** 6-5-78
Tom Rose will contact City

**FROM:** Tr. Engr. and send new agreements to them for execution.

**ACTION**

☐ Note and File
☐ Note and Return to Me
☐ Return with More Details
☐ Note and See Me
☐ Please Answer
☐ For Your Approval

☐ Prepare Reply for My Signature
☐ Take Appropriate Action
☐ Per Your Request
☐ Signature
☐ For Your Information
☐ Investigate

**COMMENTS** Plse discuss

5-31-78
Jack Sollis says Asst. City Engr hasn't the authority to change original agreement. Must be by City Council.
[illegible] to Traffic.

SP*34735-734

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4298

MA PDM PDE TSE SPC
ODOT - METRO
MAY 17 1978
AM PPS FILE T/A

May 15, 1978

Jon Rose
Oregon Department of Transportation
Metro Section
5821 N.E. Glisan,
Portland, Oregon 97213

Dear Jon:

We have received the amended agreements for signal improvements at the intersection of S.W. Barbur Blvd. at S.W. 3rd Avenue and S.W. Miles Street.

Since we have an agreement for this work and since all this amended agreement would add is construction engineering and inspection by the state, we propose handling this with a letter of agreement.

The city requests that the construction engineering and inspection for the S.W. Barbur Blvd, 3rd and Miles project be handled by the state and combined with the S.W. 1st and Arthur and W. Burnside and 23rd Avenue projects.

If this meets with your approval please sign a copy of this letter and return it to us.

Sincerely,

R.C. Speer
R. C. Speer
Asst. City Traffic Engineer

RCS:lw
Encl.

APPROVED 5/24/78
TRAFFIC ENGR

8746

STATE COPY

OMB No. 04-R2089

9

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>7-94 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-28-78 | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>M-9361(3) |

**The State, through its Highway Agency**, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 1W, S.W. Barbur Blvd. (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 3-30-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro rata 85.77%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 70,864.00 | FEDERAL FUNDS<br>$ 60,778.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By ES Hunter
Technical Services Engineer
*(Title)*
For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUN 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. M-9361(3)

S.W. Barbur Blvd. at S.W. 3rd Ave.
and S.W. Miles St. (Portland) Section
Multnomah County

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 4,700.00 |

Type Code Y031
Traffic Signal

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required (33%) | | 300.00 |
| Temporary Signs | 150 Sq.Ft. | $ 4.00 | 600.00 |
| Flagmen | 60 Hour | 18.00 | 1,080.00 |
| Traffic Signal Installation, Complete | All Required (42%) | | 55,776.00 |
| | Subtotal | | $ 57,786.00 |
| | Engineering | | 7,728.00 |
| | Engineering (Signal Controller Testing) | | 650.00 |
| | Total | | $ 66,164.00 |

Length of Project 0.00 Mile

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| P.E. | $ 4,700.00 | $ 4,030.00 | $ 335.00 | $ 335.00 |
| Traffic Signal | 66,164.00 | 56,748.00 | 4,708.00 | 4,708.00 |
| Total | $70,864.00 | $60,778.00 | $5,043.00 | $5,043.00 |

| | |
|---|---|
| Group 1 | 42% |
| Contract No. | 8746 |
| Prefix No. | 326-1920 |
| Prefix No. | 26-1001 |

See: M-000C(1)

8746

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
7-21

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FEDERAL-AID PROJECT AGREEMENT

6-28-78

State: Oregon
County: Multnomah
Project No.: M-000C (1)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets, Portland

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 3-17-77 | 0.00 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 3-1-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 97,394.00 | $ 83,534.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

~~By~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G.L. Green

Date executed by Division Administrator: JUN 28 1978

Form FR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

## 1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. M-000C(1)

W. Burnside St. at N.W. 23rd Ave. and
S.W. 1st Ave. at S.W. Arthur St.
FAU 9326 and FAU 9380 (City Streets)
City of Portland; Multnomah County

Project Agreement Estimate

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 5,000.00 |

Type Code Y031
Traffic Signals

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required (67%) | | 670.00 |
| Temporary Signs | 300 Sq.Ft. | $ 4.00 | 1,200.00 |
| Flagmen | 100 Hour | 18.00 | 1,800.00 |
| Traffic Signal Installation, Complete | All Required (58%) | | 77,024.00 |
| | Subtotal | | $ 80,694.00 |
| | Engineering | | 10,400.00 |
| | Engineering (Signal Controller Testing) | | 1,300.00 |
| | | | $ 92,394.00 |

Length of Project 0.00 Mile

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| P.E. | $ 5,000.00 | $ 4,288.00 | $ 356.00 | $ 356.00 |
| Traffic Signal | 92,394.00 | 79,246.00 | 6,574.00 | 6,574.00 |
| Total | $ 97,394.00 | $ 83,534.00 | $ 6,930.00 | $ 6,930.00 |

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. M-000C(1)

| | |
|---|---|
| Group 2 | 58% |
| Contract No. | 8746 |
| Prefix No. | 326-1926 |
| Prefix No. | 26-1001 |

See: M-9361(3)

ROBERT W. STRAUB
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 22, 1978

W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8744 for traffic signal installation on S.W. Barbur Boulevard at S.W. Miles Street, W. Burnside Street at N.W. 23rd Avenue and S.W. 1st Avenue at S.W. Arthur Street in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Insurance Company
111 S.W. Salmon Street, Suite 900
Portland, OR 97204

Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97201

bc C. T. Kenney
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Jerry Street
L. E. George

**W. R. GRASLE CO.**
ELECTRICAL CONTRACTORS & ENGINEERS
P.O. BOX 4123 • PORTLAND, OREGON • 97208
(503) 226-6771 • TELEX 36-0583

## TRANSMITTAL NOTICE

DATE June 19, 1978

RE: Contract No. 8746, Traffic Signal Installation, SW Barbur Blvd. @ SW Miles St., W. Burnside @ NW 23rd. & SW 1st Ave. @ SW Arthur St., Multnomah County.

TO: Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. C. W. Head

Gentlemen:

We are sending you the following: ☒ Attached ☐ Under Separate Cover Via

☐ Brochures ☐ Catalog Cuts ☐ Plans/Sketch ☐ Letter Copy
☐ Shop Drawings ☐ Samples ☐ Specifications ☒ Other

| Item | Date | Copies | DESCRIPTION |
|---|---|---|---|
| 1. | 6/15/78 | 2 | Highway Construction Contract and Bond for the above referenced project, fully executed on our behalf. |

These Items are Transmitted:

☐ For Approval ☒ As Requested ☐ Approved As Submitted ☐ Returned for Correction
☐ Resubmittal ☐ For Information ☐ Approved As Noted ☐ ______

REMARKS:

We will appreciate the return of one fully executed copy at your earliest convenience.

RECEIVED
JUN 20 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: 2-6135 Contract

W. R. GRASLE CO.

BY
W. R. Grasle, Jr.

FORM NO. 101

PROJECT MANAGEMENT OFFICE MEMO

Date 6/16/78

Subject Advance Deposits File No

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Jon Rose Phone

Reason for contact and general discussion: To have him check on The Submission of Advance Deposit on Comb. Burnside and Barbur project. Found check had been mailed. Called Finance (Bob Warburg) and questioned if check had been received. It had been received 6/15/78. Also questioned Echo - Reith A.D. and found out that check had been received a week (No Date) ago. We had not been notified! Contracts were awarded - 6/16/78

Signature L. Hildebrandt

7-12-78 Discussed
w/ Dick Hauck He
promised to check.
7-13-78 Joy had a
man go over critical
J. Has called
check sent to
get same problem
J Winier

9326
9361

√

File ( ) [✓ PME] ( ) LGE ( ) OPE ( ) FAE [✓ OSE] [✓ OM] ( ) Other Prange ☒ Reynoldson ☐ Hildebrandt ☐

Circulate: PME LGE OPE FAE OSE OM Other

m

8746

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Jerry Street
L. E. George
SAIF
Fran

June 15, 1978

W. R. Grasle Co.
437 N.W. 16th Ave.
Portland, OR 97209

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for traffic signal installation on S.W. Barbur Boulevard at S.W. Miles Street, W. Burnside Street at N.W. 23rd Avenue and S.W. 1st Avenue at S.W. Arthur Street in Multnomah County for the sum of $138,460 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Portland and the Federal Highway Administration and when the sum of $5,715 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8746.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 27, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

May 26, 1978

City of Portland
400 SW 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Hwy. Coordinator

Gentlemen:

On May 25, 1978 a satisfactory bid was received from W. R. Grasle Co., P. O. Box 4123, Portland, Oregon 97208 for installation of signals on the S.W. Barbur Blvd. @ S.W. Miles, W. Burnside @ N.W. 23rd & 1st Ave. @ S.W. Arthur Section, FAU 9361, 9326 and 9380.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $138,480.00 |
| Signal Controller Testing (Engineering) | 1,950.00 |
| 4½% Contingencies | 6,319.35 |
| (9%) Engineering | 12,638.70 |
| ESTIMATED TOTAL COST | $159,388.05 |

City's Advance Deposit:
7% of $159,388.05 = $11,157.16 or say $11,160.00
Less amount received 6-8-77 5,445.00
say $5,715.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 16, 1978.

Please make your check for $5,715.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

FFH:dmc
cc: CRAG, Denton Kent, Executive Director

bc w/AD#440: Region 1 Federal Aid Engineer-Jon Rose
Vern Skoog-Please return completed AD#440
when check is received.

2746 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 5-3-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-000C(1) & M-9361(3)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71431 & 71432

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED
3-1-78

DATE AUTHORIZATION EFFECTIVE
5-3-78

FEDERAL ROUTE NUMBER
FAU 9326, 9380 & 9361

STATE ROUTE NUMBER
City streets

GENERAL LOCATION:
"West Burnside at 23rd & S.W. 1st at Arthur St. and S.W. Barbur at 3rd and S.W. Miles."

GENERAL DESCRIPTION OF WORK:
Traffic signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 1, 1978, I approve the revised PS&E documents for the subject project for a revised estimated cost of $175,391 - Federal funds $140,483. (Projects combined for one contract)

NOTED
F. B. KLABOE

Swan w/enc
5-31

DATE
5-3-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FAU 9361

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald Wimer
Local Government Manager
Attention Guy Cornforth

DATE: March 23, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Portland Signal Projects
March Bid Opening

The bids received on the following signal projects were well over ten percent of the engineer estimate.

1. W. Burnside @ 23rd and SW First @ Arthur
2. [redacted]

Both are FAU projects. Project No. 1 was 31 percent over and Project No. 2 was 56 percent over. After a review of the two projects, it is impossible to justify the bid quotes. We would therefore request that the two projects be [redacted] from this letting.

A check with Jim Wilson, City of Portland Signal Engineer, indicates that the city concurs in this decision. They have also indicated no desire to make any major revisions in the plans.

To encourage more bidders on the projects, it is proposed to combine the two into one and to resubmit them on the May 25, 1978, bid opening. This letting at the present time has only two signal projects scheduled and perhaps will attract more bidders.

If the projects are bid high the second time, we would be forced to ask the city for additional monies or cancel the project.

L. E. George

L. E. George
Traffic Engineer Supervisor

WRZ/ds

cc Hal Versteeg
L E George — Combine for May
cc D.E. Swan — Please reschedule
Hal Reynoldson — Advise City
through Region
Jon Rose Called 3-24-78 (H)

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAR 28 1978
File: PM FA
TAA Cornforth LG OP
Hunter agrees

128-1387

(date)________________

CITY OF PORTLAND
400 SW 6th Ave.
PORTLAND,
Oreg. 97204

Attn; John Lang
Highway COORDINATOR

Gentlemen:

On MARCH 23, 1978, There was ~~the lowest of~~ 1 bidders on the SW BARBUR Blvd @ SW 3rd St. and SW Miles St. (PORTLAND) Section FAU 9361 was Tice Electric Co., 2139 SE Belmont St., Portland, OR, 97214 Which bid is approximately 55 % greater than our estimate. Since this above the 10% limit it will be your responsibility to either accept or reject the project. If the CITY does decide to proceed with the project the following advance deposit is required from the City prior to awarding the contract:

| | |
|---|---|
| Bid Items | $ 77,035.00 |
| Signal Controller Testing | $650.00 |
| 4½% Contingencies | 3,495.83 |
| (~~9%~~ ~~or~~) (10%) Engineering | 7,768.50 |
| Estimated Total Cost | $ 88,949.33 |

City's Advance Deposit:
7% of 88,949.33 = 6,226$^{45}$ – or say $6,230$^{00}$

Please make your check in the amount of $ 6,230$^{00}$ payable to the Oregon State Highway Division and send it to Mr. Jon Rose Region 1 Federal Aid Engineer 5821 NE. Glisan St., PORTLAND, OR, 97213

Very truly yours,

Gerald Wimer
Local Government Manager

FFH:
bc w/att: Jon Rose - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit N. AD_______ and submit to Finance Branch.

(date)________________

City of Portland
400 SW. 6th Ave.
Portland,
Oregon 97204

Attn; John Lang
Highway Coordinator

Gentlemen:

On March 23, 1978, the lowest of 2 bidders on the W. Burnside St @ NW 23rd Ave ~~and~~ SW 1st Ave @ SW Arthur Section FAU 932C & 9330 was
L.W. Hembree Co., 1441 SE 82nd Ave., Portland, Or. 97216
Which bid is approximately 31 % greater than our estimate. Since this above the 10% limit it will be your responsibility to either accept or reject the project. If the City does decide to proceed with the project the following advance deposit is required from the City prior to awarding the contract:

| | |
|---|---|
| Bid Items | $ 97,712.30 |
| Signal Controller Testing (Engineering) | $1,300.00 |
| 4½% Contingencies | 4,455.56 |
| ~~(9%)~~ (10%) Engineering | 9,901.25 |
| Estimated Total Cost | $ 113,369.31 |

City's Advance Deposit:
7 % of 113,369.31 = 7,935.85 or say $ 7,935
Less ~~Advance~~ Deposit of 5,445 received 6-8-77 = 2490 —
Please make your check in the amount of $ 2490 - payable to the Oregon State Highway Division and send it to Mr. Jon Rose
Region 1 Federal Aid Engineer 5821 NE Glisan St., Portland, Or. 97213.

Very truly yours,

Gerald Wimer
Local Government Manager

FFH:
bc w/att: Jon Rose - Upon receipt of City's check, notify Virgil Boyd at 378-6563, attach a copy of the notification of advance deposit N. AD_______ and submit to Finance Branch.

8746

3-1-78

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C (1)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71432

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 3-1-78

DATE AUTHORIZATION EFFECTIVE 3-1-78

FEDERAL ROUTE NUMBER FAU 9326 &9380

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

"West Burnside at 23rd avenue and SW. 1st. Avenue at Arthur Street Section"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $85,136, Federal funds $73,046.

A signed copy of the Title Sheet is returned herewith.

Swan
w/enc.
3-8

DATE 3-1-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—O-380-787

9326

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11 21 - 77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-000C(1)
Project Name W. Burnside @ 23rd and S. W. 1st @ Arthur
FAUS 0726, FAU-000C City Sts. 726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 21st day of November, 1977

City of Portland

CC: D.E. Swan
C.T. Keasey
J. Chidsey
1-3-78

Certified By:

Regional Right-of-Way Supervisor
Date 12/12/77

John M Lang
Chief, Bureau of Street & Structural Engineering

Traffic Engineer, Bureau of Traffic Engineering

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8746

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-1-78

# LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

FEDERAL AID PROJECT NO. M-9361(3)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71431

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 3-1-78

DATE AUTHORIZATION EFFECTIVE 3-1-78

FEDERAL ROUTE NUMBER FAU 9361

STATE ROUTE NUMBER Primary 1W

GENERAL LOCATION:

"SW. Barbur Boulevard at 3rd Avenue & SW. Miles"

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY.

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) NA

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

REMARKS

Mr. Swan's 2-24-78 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $56,585, Federal funds $48,549.

A signed copy of the Title Sheet is returned herewith.

Swan
w/enc.
3-8

DATE 3-1-78

SIGNATURE OF APPROVING OFFICIAL G.K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

STATE OF OREGON

INTEROFFICE MEMO

76-52
76-61
77-26
77-27
77-28

TO: L. W. RULIEN
Program Management Engineer

DATE: March 31, 1977

FROM: ROBERT N. BOTHMAN by
Ass't. State Highway Engineer

SUBJECT: Survey Authorities, 5 FAUS Projects
[redacted] 9326
~~Signal Replacement, Barbur Blvd. @ 3rd & Miles~~ 9361
Signal, Northeast Broadway St. @ 9th Ave.
Signal Interconnect, 7 streets
Portland C.B.D. Signal System Expansion
City of Portland

Here are five Authorities for Survey to cover preliminary engineering on the five subject FAUS projects requested by Pete Cartensen. The city of Portland will be doing the bulk of the preliminary engineering but these Survey Authorities will establish a prefix to cover our portion of the work. Please forward these through the proper channels for approval.

JR:ja
Enclosures
cc: Walt Hart
Dennis Peterson
Frank Terpin
Jon Rose

4-1-77

Frank Terpin — Attach.

Pls process and return

Geo Hopkins

PROJECT MANAGEMENT
APR 1 '77
REFER TO: Go/R
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
MAINOR C. HOLMES

81-125-1387

8

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8746 3-30-77

**LETTER OF APPROVAL D/OR AUTHORIZATION**

FEDERAL AID PROJECT NO. M-9361(3)

ST PROJECT NO. See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71431

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 13 '77
REFER TO Swan
FOR

| Info | Inves | R/D | O/R | Sig | Ad | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-30-77

FEDERAL ROUTE NUMBER FAU 9361

STATE ROUTE NUMBER Primary 1W

GENERAL LOCATION:

"S.W. Barbur Blvd. at 3rd & Miles (Portland)"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $4,700 - FF $4,032
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-21-77 memorandum, I approve the program change adding preliminary engineering and you are authorized to proceed with the work as shown above.

DATE 3-30-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 9-73) EXISTING STOCKS OF FORM PR-1240 (REV. 9-68) WILL BE USED

Form [illegible] (Rev. 9-71)

OREGON STATE HIGHWAY DIVIS

# AUTHORITY FOR SURVEY

Section Signals - 23rd @ Burnside and 1st @ Arthur
Date March 28, 197
Highway W. Burnside St. (FAU9326) and S.W. 1st Ave. (FAU9355)
Authorization No. 1
County Multnomah
Survey Prefix 326-1926 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

W. Burnside Street at the intersection of 23rd Avenue, Westover Road, and Vista Avenue. S.W. 1st Avenue at the intersection of Arthur Street.

Purpose of survey:

Review signal design prepared by City staff and prepare plans and specifications for Federal approval.

M-000C(1)
3/17/77

FAU funding

| | | Estimate of |
|---|---|---|
| Field Survey | (901) | 200 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 500 |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 250 |
| Environmental | (923) | |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

---

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 1,450
Previous authorization . . . . . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

---

Requests made by: J. D. McClure
J. D. McCLURE
Field Engineer

Recommended for Approval:
Regional Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 3-17-77
FED. AID FAUS STATE

Recommended for Approval:
Location Engineer

Approved:
Deputy
Assistant State Highway Engineer

NOTED
MILNOR C. HOLMES

SP*[illegible]

Form E-23 (Rev. 2-71)

OREGON STATE HIGHWAY DIVIS

# AUTHORITY FOR SURVEY

Section: Signal Replacement, Barbur Blvd @ 3rd & Miles

Highway: Barbur Blvd. FAU9361

County: Multnomah

Date: March 25, 1977

Authorization No.: 1

Survey Prefix: 326-1920 (Assigned by Salem office)

**Description of termini, route, length, etc.:**

At the common intersection of SW Barbur Blvd., SW 3rd Avenue and SW Miles Street.

**Purpose of survey:** Review City preliminary engineering. Review City signal design and prepare plans and specifications for signal replacement project.

M9361(3)
3/30/77

| | | Estimate of |
|---|---|---|
| Field Survey | (901) | 300 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant* | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 800 |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 250 |
| Environmental | (923) | |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

| | |
|---|---|
| Total estimated cost of survey | $ 1,850 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: J. D. McClure
J. D. McClure
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Deputy Assistant State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 3-30-77
FED AID FAUS STATE

NOTED
MINOR C. HOLMES

SP-2501

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 21, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71431
Project No. M-9361(3)
S.W. Barbur Blvd. @ 3rd & Miles (Portland)
Multnomah County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of a minor change to the FY 1977 Annual Program to include in the character of proposed work "Preliminary engineering phases" at an estimated total cost of $4,700 with federal funds of $4,032.

(2) Authorization to proceed with all phases of the preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $4,700 with an obligation of $4,032 in federal funds.

CL:ljt
Att.

cc: R. N. Bothman, Metro
G. E. Zehner
B. L. Gifford

(91)

N[illegible]LY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

**FEDER**

DATE SUBMITTED TO W.O. March 21, 1977

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>5R 1W S.W. Barbur Blvd. (Portland)<br>21 | **ADT** | PRESENT<br>13,000 | FUTURE<br>N/A<br>(66) |

|  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E. Traffic Signal<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO. | SUPV. AGCY. | OA CLASSIF. | OA AREA | EMERG.<br>(72) |

CARD 4
CLASS OF FEDERAL FUNDS Urban System
NAME OF URBAN AREA Portland
17-31
COUNTY
ROUTE NO. U

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDE |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 |  | (54) (58) | (59) (66) | (67) |
| 5 |  |  |  |  | **PE** |  |  | 0.0 | 4,700 |  |
| 5 |  |  |  |  | **ROW** |  |  |  |  |  |
| 5 |  |  |  |  | **CONST**<br>(CODE)<br>(TOPICS)<br>Y031 |  | "S.W. Barbur Blvd. @ 3rd & Miles (Portland)" | 0.0 | 43,300 |  |

| CARD | CODE | PREPARED BY |  | MILES | TOTAL ESTIMATED COST |
|---|---|---|---|---|---|
| 1 | 1 | CL | PROJECT TOTALS | 0.0 | 48,000 |
| 1 | 14 | PROGRAM APPROVAL DATES October 27, 1976 |  |  | (19) (23) (24) |

## FEDERAL-AID PROGRAM DATA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>13,000 | FUTURE<br>N/A | YEAR<br>97 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W36 | ITEM NO.<br>71431 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Y AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M- | NUMBER<br>9361(3) | SEQ. NO. | T. Projects Only<br>POST MI. | DESIG. |

| | | | |
|---|---|---|---|
| COUNTY NAME<br>Multnomah | CODE<br>051 | | PROGRAM STAGE<br>☐ 1 OR ☐ 2 |
| ROUTE NO. U | FEDERAL-AID<br>9361 | STATE<br>IW | U.S. |

ESTIMATED PROJECT COST BY PHASES

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| 0.0 | 4,700 | 4,032 | 334 | 334 (City) | |
| | | | | | |
| 0.0 | 43,300 | 37,150 | 3,075 | 3,075 (City) | ROW - 120' normal;<br>Access Control-none;<br>Parking Restrictions-Complete. |
| 0.0 | 48,000 | 41,182 | 3,409 | 3,409 (City) | |

REMARKS

-over-

S.W. BARBUR BLVD. @ 3RD & MILES (PORTLAND)

PROJECT NO. M-9361(3)

Existing Facility: Roadway is 70 foot curbed section with 4 travel lanes and 15' median. Traffic entering the intersection controlled by two-phase semi-actuated signal.

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Install fully-actuated multi-phase traffic signal to eliminate conflicting movements and other incidental work common to this type of project.

NOTE: Preliminary engineering will be accomplished by City of Portland forces with review and contracting by state forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 18, 1976.

FHPM 4-1-2 (IM 50-1-70) Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.
(2) This project is in the CRAG TIP FY 1977 Annual Element.

8746

-17-77

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ.
M-000C(1)

STATE PROJECT NO.
See b[illegible]ow

COUNTY NAME
Multnomah

PROGRAM NO.

ITEM NO.
71432

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO
Rulien
FOR
Info Inves R/D D/R Spec Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-17-77

FEDERAL ROUTE NUMBER
FAU 9326 & 9380

STATE ROUTE NUMBER
City street

GENERAL LOCATION:
"West Burnside at 23rd Ave. & S.W. 1st Ave. at ArthurSt."

GENERAL DESCRIPTION OF WORK:
Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $5,000 - FF $4,290.
☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-4-77 letter, I approve the additional phase of work - preliminary engineering - to be included in the annual program.

Also, as requested in his 3-4-77 letter, you are authorized to proceed with the work as shown above.

DATE
3-17-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

M PR-1240 6-70 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

77-28

FAU 9361

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** GEORGE HOPKINS
Local Government Programs Engineer

**DATE:** March 14, 1977

**FROM:** JON ROSE Jon Rose
Federal Aid Engineer

**SUBJECT:** Traffic Signal
S.W. Barbur Boulevard @ 3rd and Miles
Portland

The wording of the city/state agreement relating to the Barbur Boulevard at 3rd and Miles signal project allows the city to engage the services of a consultant to perform preliminary engineering and design work. I have discussed this with Senior Traffic Engineer Jim Wilson, who has advised that the city would prefer to have PE done by its own staff. The attached letter confirms this.

Since there is no longer a need for the consultant selection process or consultant agreement, it appears that we may now request approval from FHWA for this project. If this is correct, please process this for federal approval. The city would very much like to expedite this project.

JR/ldo

Attachment

cc/~~Att~~: L.E. George
D.E. Swan
Dick Hacek

PROJECT MANAGEMENT
MAR 16 '77
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

(9) HAL-FRED

NOTED
MAINOR C. HOLMES

81-125-1387

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

March 10, 1977

Mr. Jon Rose
Federal Aid Engineer
5821 N.E. Glisan St.
Portland, Oregon 97213

Subject: Agreement No. 15886
S.W. Barbur Blvd at 3rd and Miles (Portland)
section

Dear Jon:

When the agreement for the replacement of the traffic signal at S.W. Barbur Blvd. at 3rd and Miles was drawn up the City proposed to engage the services of a consultant to perform the preliminary engineering and design work.

In order to get this project underway at the earliest possible time we now intend to perform the preliminary engineering and design using city personnel. This will eliminate the time consuming consultant selection process.

If this is agreeable to the State would you please proceed with the programming of this project with the Federal Highway Administration.

Sincerely

James K. Wilson
J.K. Wilson
Senior Traffic Engineer

JKW:md

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FAU
9326

March 4, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71432
Project No. M-000C(1)
W. Burnside @ 23rd Ave. & S.W. 1st Ave. @
Arthur St. (Portland)
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of a minor change to the FY Annual Program to include in the character of proposed work "Preliminary engineering phase" at an estimated total cost of $5,000 with federal funds of $4,290.

(2) Authorization to proceed with all phases of the preliminary engineering necessary to obtain P.S. & E approval at an estimated total cost of $5,000 with an obligation of $4,290 in federal funds.

CL:md

cc: R. Bothman (Metro)

3

FOR [illegible] TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

**FEDE**

March 4, 1977

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>City Sts, W. Burnside & S.W. 1st St. (Portland)<br>21 60 | **ADT** | PRESENT<br>*25,000<br>**33,000 | FUTU<br>N/<br>N/<br>(66) |

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P.E. Traffic Signals<br>26 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG<br>(72) |

|  |  |  |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY |
|  | NAME OF URBAN AREA<br>17-31<br>Portland | ROUTE NO. U |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | ESTIMA FED |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 |  | (54) (58) | (59) (66) | (67) |
| 5 |  |  |  |  | **PE** |  |  | 0.0 | 5,000 | 4,29 |
| 5 |  |  |  |  | **ROW** |  |  |  |  |  |
| 5 |  |  |  |  | **CONST**<br>(CODE)<br>(Topics)<br>Y031 |  | "W. Burnside @ 23rd Ave. & S.W. 1st Ave. @ Arthur St." | 0.0 | 45,000 | 38,61 |

|  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.00 | 50,000 | 42,90 |
| 1 | 14 | PROGRAM APPROVAL DATES |  |  | (16) (23) | (24) |

October 27, 1976

* W. Burnside @ 23rd Ave.
** S.W. 1st Ave. @ Arthur St.

## FEDERAL-AID PROGRAM DATA

977

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| land) | **ADT** | PRESENT<br>*25,000<br>**33,000 | FUTURE<br>N/A<br>N/A | YEAR<br>97 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>W36 | ITEM NO.<br>71432 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Y AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M- | NUMBER<br>000C | SEQ. NO.<br>(1) | I. Projects Only<br>PC ST MI. | DESIG. |

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9326 & 9380. STATE City Sts. U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| 0.0 | 5,000 | 4,290 | 355 | 355 (City) | |
| | | | | | |
| 0.0 | 45,000 | 38,610 | 3,195 | 3,195 (City) | ROW-60' min.;<br>Access control-none<br>Parking Restriction<br>none. |
| 0.00 | 50,000 | 42,900 | 3,550 | 3,550 (City) | |

REMARKS

* W. Burnside @ 23rd Ave.
** S.W. 1st Ave. @ Arthur St.

-Over-

## W. BURNSIDE @ 23rd AVE. & S.W. 1st AVE. @ ARTHUR STREET

## PROJECT NO. M-000C(1)

Existing Facility:

W. Burnside--48-foot curbed roadway.
S.W. 1st Ave.--38-foot curbed roadway.
Present traffic in both intersections controlled by three dial fixed time control traffic signals.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary Engineering all phases.

(2) Replace existing signals with multi-phase fully actuated traffic signals and other incidental work common to this type of project.

Note: Preliminary engineering will be performed by City of Portland forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 18, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Note:

(1) This project is in Congressional District No. 1.

(2) This project is in the CRAG Tip 77 FY annual element.

8746

9

February 25, 1977

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5916

Gentlemen:

Attached for your records are two fully executed copies of an agreement for an urban system project on S. W. Barbur Boulevard at 3rd and Miles in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fsm

Att.

cc Don Harwell (agree. att.)

8746

8

January 13, 1977

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5931

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the West Burnside and 23rd Avenue and S. W. 1st Avenue and S. W. Arthur Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 3, 1976

FILE: Unnumbered

FROM: JON ROSE Jon Rose
REGION Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: CITY-STATE AGREEMENT
Signal improvement
23rd @ Burnside &
First @ Arthur
City of Portland

Here are four copies of the agreement covering the subject project along with copies of Ordinance No. 142915 all signed by the appropriate City of Portland officials. The ordinance authorizes signing of not only this agreement but three others and in addition directs the city auditor to submit a warrant for $16,425 as advance deposit. Advance deposit is not required for this phase of the projects so the warrant is being returned to the city. To keep the record straight, a copy of my letter returning the city's deposit is attached for the files.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 5 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

PROJECT MANAGEMENT
JAN -5 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | [illegible]

ldo/ggw

Attachments

cc: Region 1 W/attachments

**DEPARTMENT OF TRANSPORTATION**

**HIGHWAY DIVISION**

**METROPOLITAN SECTION**

ROBERT W. STRAUB
GOVERNOR

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

Telephone 238-8250

December 29, 1976

DON BERGSTROM, Traffic Engineer
City of Portland
424 Southwest Main
Portland, OR 97204

Attention Dick Speer

Subject: Returned Advance Deposit Check
City Ordinance No. 142915

Dick:

On December 20 the City Auditor submitted Warrant No. 30107 for $16,425 as an advance deposit on the four signal projects covered by Ordinance No. 142915. As we discussed by telephone, in cases where the City performs preliminary engineering on projects such as this, no advance deposit is required for that portion of the work. When the project is let for contract and before the contract can be awarded, we will request a deposit to cover the City's share of construction costs, but any deposit now is premature.

After preliminary engineering and design have been completed and contract bids opened, we will request the City's share of each of these projects; but until that time, I am returning the City's deposit.

All of the agreements appear to be in order and are, therefore, being forwarded to our Salem headquarters for further processing.

Jon Rose

JON ROSE
Federal Aid Engineer

ldo

Attachment

OFFICE OF CITY AUDITOR

1851

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

December 20, 1976

Mr. Jon Rose
Oregon State Highway Division
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed please find quadruplicate copies of agreement to provide fully actuated operation of existing signals at the intersection of W. Burnside and 23rd Avenue, and S. W. 1st Avenue and S. E. Arthur Street, as authorized by Ordinance No. 142915.

Will you please have all four copies executed by the proper persons and return two copies to the Auditor, City of Portland, Room 202, City Hall, Portland, 97204. All copies have already been signed by the City.

Enclosed is Warrant No. 30107 in the amount of $16,425.00 for the deposit of the City's estimated share to cover this and the other three agreements authorized by Ordinance No. 142915.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

dh
MS:dlh
Encls.

9361

Form 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213
December 2, 1976

FILE: INT 5

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

Cy: Laux
Hacek

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO Prange

| FOR | | | | | | |
|---|---|---|---|---|---|---|
| Info | Investigate | R/D | Action | File | Letter | See file |
| | | | ✓ | | | |

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

✓

8746

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** E. S. Hunter
Deputy State Highway Engineer

**DATE:** November 10, 1976

**FROM:** L. W. [illegible]
Program Management Engineer

**SUBJECT:** PROJECT ASSESSMENTS (Statewide)
FAU Signal Projects
1. C. B. D. Signal System Expansion
2. S.W. Macadam Avenue
3. N.E. Broadway & 9th Avenue
4. Burnside & 23rd and 1st & Arthur
5. Signals on N.E. Fremont, S.E. Foster
   N.E. & S.E. 39th Avenue
6. C. B. D.-3 Streets
7. S.W. Barbur Blvd. & Miles St.
CITY OF PORTLAND

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 1 : W. J. Hart
District 2b : J. D. McClure
Region 1 Geologist: Dan Gano
Metro Office

APPROVED
E S Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 11-12-76

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO
FOR
Info | Copies | R/D | D.R | Sign | Act | File

81-128-1387

8746 8

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTM  T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 18, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon FAU Projects M-000C(-)
City of Portland

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTE

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, ORegon

I concur in the non-major classification as requested by Mr. Rulien's October 5, 1976 memorandum. This classification applies to the following projects:

1. C.B.D. Signal System Expansion
2. S. W. Macadam Avenue Signals
3. N.E. Broadway & 9th Ave. Signal
4. Burnside & 23rd, 1st & Arthur Signals
5. N.E. Fremont, S.E. Foster, N.E. & S.E. 39th Signals
6. C.B.D. 3 streets, Signals
7. S.W. Barbur Blvd. & Miles Street Signals

Methods and details of project development will be reviewed on individual projects as they proceed.

for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 22 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

cy Potter
Bothman
10-22-76

8746.

8

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 28 1976

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the September 28 meeting will be ten requests for approval of Urban System projects.

Nine of the project requests were received from the City of Portland and one from Washington County. The projects are described as follows:

The Hollywood District Transportation Study, estimated to cost $15,000, to develop a solution to traffic congestion and related air, noise and safety problems.

The Macadam Avenue Corridor Study, estimated to cost $15,000, to produce a listing of projects that can be funded, designed and constructed to provide a significant transportation improvement in that portion of the corridor lying between the Ross Island and Sellwood Bridges.

A project to expand the computer controlled traffic signal system to include 21 intersections in the Central Business District at an estimated cost of $37,500.

A project on Macadam Avenue, estimated to cost $400,000, for the installation of four traffic signals and roadway widening to provide left-turn refuges and pedestrian crossings at Boundary, Pendleton, Nebraska and Virginia Streets.

An estimated $20,000 project to install traffic signals at the intersection of N.E. Broadway and 9th Avenue.

A signal improvement project, estimated to cost $49,500, to replace the existing three-dial operation with fully actuated operation at the intersections of W. Burnside at 23rd Avenue and S.W. 1st Avenue at Arthur Street.

An estimated $42,350 project to interconnect 43 signalized intersections with existing systems at various locations throughout the city.

A traffic signal replacement project, estimated to cost $409,500, to replace all signal equipment at ten intersections on S.W. 4th Avenue.

A project on Barbur Boulevard at 3rd and Miles, estimated to cost $48,000, consisting of complete replacement of existing semi-actuated signals with new equipment including fully actuated control equipment.

Washington County has requested a project, estimated to cost $136,000, to replace an existing 12-ton limit bridge with a modern concrete structure on S.W. 65th Avenue in Tualatin.

Federal Urban System funds for these ten projects is estimated at $1,008,650 with the State providing approximately $82,100 in match funds and an equal amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

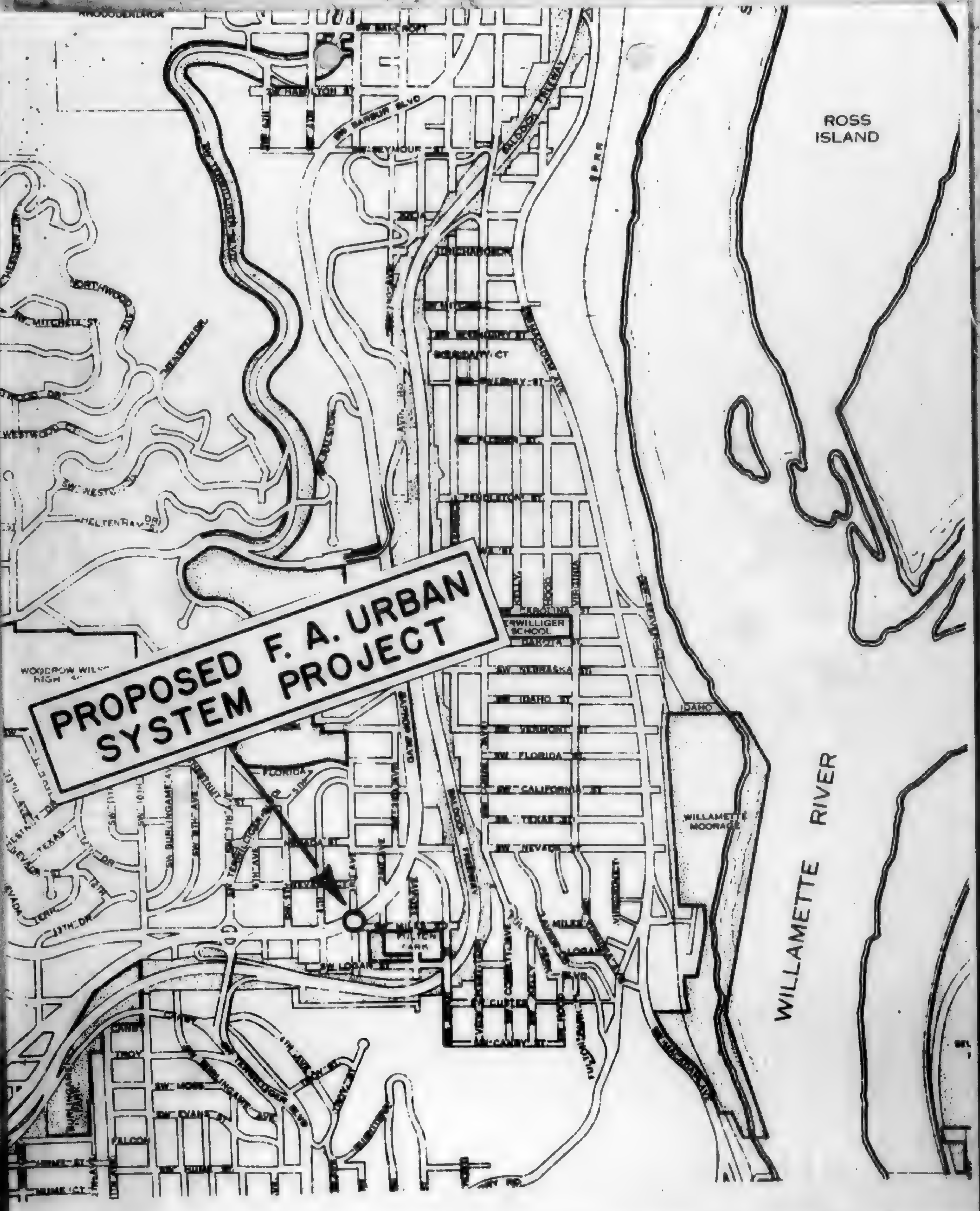
CITY OF PORTLAND
Proposed Urban System Project

S. W. Barbur Boulevard at 3rd and Miles
Barbur Boulevard, FAU 9361
$48,000

The project consists of complete replacement of existing semi-actuated signals with new equipment including fully-actuated control equipment providing additional phases to eliminate conflicting movements, increase reliability of operation and bring the intersection into conformity with MUTCD.

The City proposes to have preliminary engineering done by a consultant and City personnel perform the construction engineering.

76-1
9/14/76


PROPOSED F. A. URBAN SYSTEM PROJECT
ROSS ISLAND
WILLAMETTE RIVER
WILLAMETTE MOORAGE
TERWILLIGER SCHOOL
WOODROW WILSON HIGH SCHOOL
IDAHO
SW BANCROFT
SW HAMILTON ST
SW BARBUR BLVD
SW SEYMOUR ST
S.P.R.R.
SW MITCHELL ST
WESTWOOD CT
SW NEBRASKA ST
SW IDAHO ST
SW VERMONT ST
SW FLORIDA ST
SW CALIFORNIA ST
SW TEXAS ST
SW NEVADA ST
SW MILES
SW LOGAN ST
SW CUTTER
SW CANBY ST
SW BURLINGAME AVE
SW TERWILLIGER BLVD
SW MOSS
SW EVANS ST
FALCON
HUME ST
HUME CT
TROY
CANBY
FLORIDA
TEXAS
NEVADA

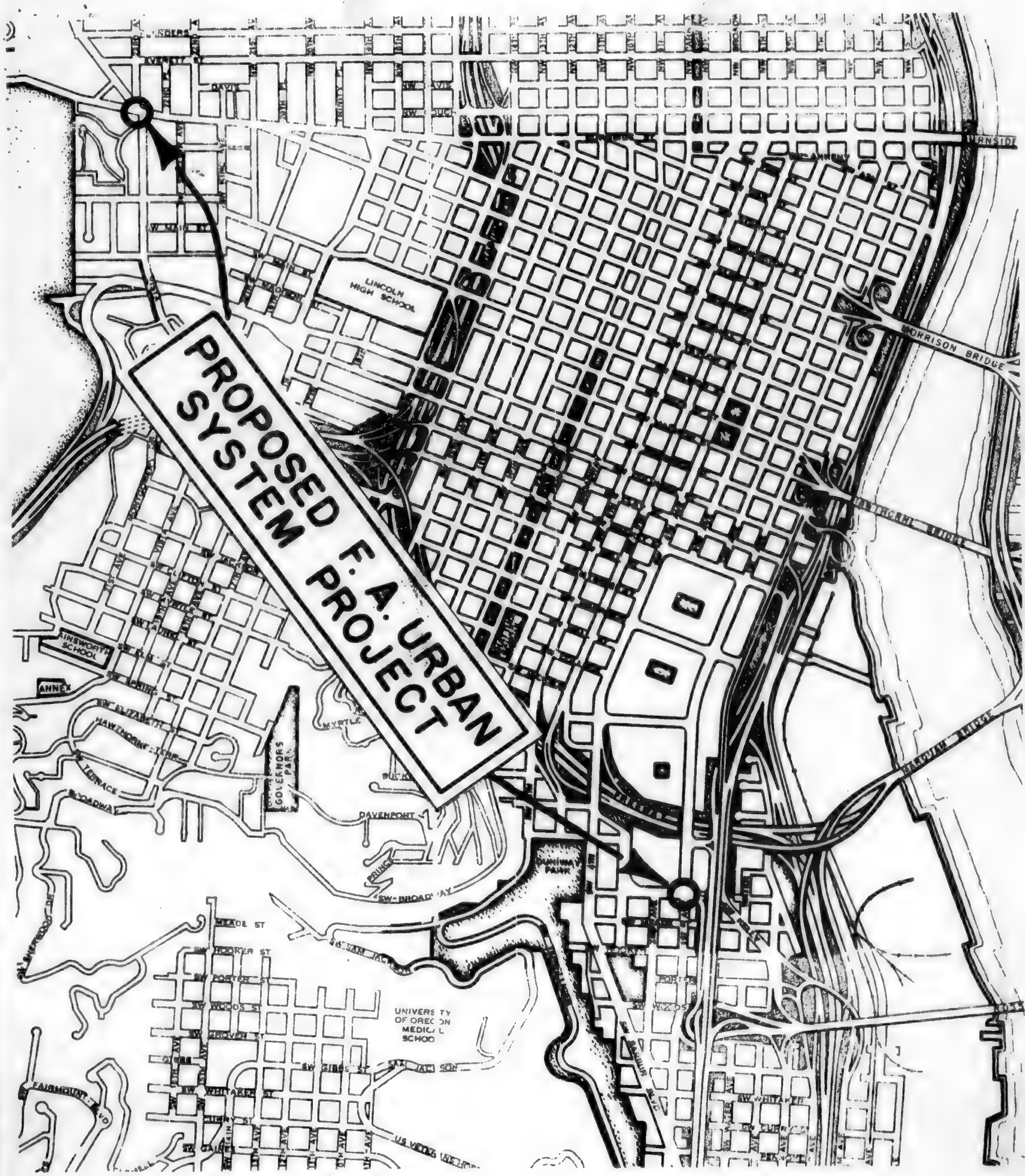
CITY OF PORTLAND
Proposed Urban System Project

Signal Improvements
W. Burnside at 23rd Avenue, FAU 9326
S. W. First Avenue at Arthur Street, FAU 9380
$49,500

This project is to replace existing three-dial operation with fully actuated operation at two intersections.

Preliminary engineering to be performed by the City and supervision of construction by the State.

76-i
9/14/76


PROPOSED F.A. URBAN SYSTEM PROJECT
BURNSIDE
LINCOLN HIGH SCHOOL
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
AINSWORTH SCHOOL
ANNEX
SW ELIZABETH
HAWTHORNE TERR
TERRACE
BROADWAY
GOVERNORS PARK
MYRTLE
DAVENPORT
PRINCE
SW BROADWAY
DUNIWAY PARK
MEADE ST
SW HOOKER ST
SW SAM JACKSON
SW PORTER ST
SW WOODS ST
SW GROVER ST
GIBBS
SW GIBBS ST
SAM JACKSON
UNIVERSITY OF OREGON MEDICAL SCHOOL
SW WHITAKER ST
CURRY ST
SW GAINES
FAIRMOUNT BLVD
US VETS HOSP
PORTER
SW WOODS
SW WHITAKER
SW CURRY

8746

9

September 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: C
Item No.: 71431
Project No.: M-9361(-)
F.A. Route No.: FAU 9361
Section: SW Barbur Blvd. at 3rd & Miles (Portland)
Highway: Pacific West
Begin M.P.: N/A
Length: N/A
County: Multnomah
City: Portland
Work: Traffic Signals (Replacements)
Estimated Cost: $48,000
F.A. Cost: $41,180

NOTE:

(1) A-95 review satisfied by State Clearinghouse on 9-8-76 and by District 2 Clearinghouse through inclusion in CRAG TIP FY 77 annual element.

(2) TOPICS type project.

JLG:bb

cc: R. L. Gifford
Max Klotz (Metro)

8746

September 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: C
Item No.: 71432
Project No.: M-000C(-)
F.A. Route No.: FAU Various
Section: W. Burnside at 23rd & S.W. 1st at Arthur (Portland)
Highway: City Streets
Begin M.P.: N/A
Length: N/A
County: Multnomah
City: Portland
Work: Traffic Signals (Improvements)
Estimated Cost: $49,500
F.A. Cost: $42,470

NOTE:

(1) A-95 review satisfied by State Clearinghouse on 9-8-76 and by District 2 Clearinghouse through inclusion in CRAG TIP FY 77 annual element.

(2) TOPICS type project.

(3) Replace fixed time control equipment with fully actuated equipment at two intersections.

JLG:bb
cc: B. L. Gifford
Max Klotz (Metro)

8746 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISIO..

INTER-OFFICE CORRESPONDENCE

FILE:

September 2, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Project (Statewide) Assessments
FAU Signal Projects
Portland, Oregon

TO: L. W. Rulien
Program Management Engineer

The following FAU signal projects have been assessed and evaluated for their potential impact on the quality of the human environment:

1. C.B.D. Signal System Expansion

This project consists of expanding the C.B.D. computer controlled signal system to include the area bounded by S.W. 1st Avenue, S.W. Caruthers Street, S.W. Broadway and S.W. Oak Street. The purpose of this project is to provide better traffic control by providing green splits and cycle lengths on the basis of actual traffic demand, thereby reducing stops and delays for vehicular traffic. This reduction in stops and delays will reduce auto emission and is an essential measure in the City's commitment to meeting the DEQ clean air standards.

Estimated cost: $37,500.00

2. S.W. Macadam Avenue

The S.W. Macadam Avenue project consists of signalization at 4 locations; Boundary Street, Pendleton Street, Nebraska Street and the Virginia Avenue-Taylors Ferry Road intersection. Roadway widening to provide for left turn slots will be required at 3 locations; Boundary Street, Nebraska Street and the Virginia Avenue-Taylors Ferry Road intersection.

S.W. Macadam Avenue is a 4 lane, 20,000 v.p.d., 35 m.p.h. major arterial. This project proposes to increase both pedestrian and vehicular safety along a 6,000 ft. stretch of it. Left turn slots along with fully actuated pedestrian and vehicular signals will provide safe access to and from several high people generators now located, and planned for the future, on both east and west sides of S.W. Macadam.

All 4 signal locations will be interconnected to provide for an orderly flow of traffic along S.W. Macadam Avenue.

Estimated cost: $400,000.00

noted GR

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3. Traffic Signals - N.E. Broadway & 9th Avenue

This project consists of installing a fixed time 2 phase signal, interconnected with existing signals along N.E. Broadway. N.E. 9th and Broadway ranks in the top ten of the locations warranting a signal in the City of Portland.

There is considerable pedestrian activity and traffic circulation in the area due to the close proximity of the Lloyd Center shopping area and new office buildings. New signals were added at 9th and Halsey and 9th and Weidler in 1972.

All work will be done within the existing right-of-way.

Estimated cost: $20,000.00

4. Signal Improvement - (Burnside & 23rd) (1st & Arthur)

The intersections of W. Burnside and 23rd Avenue and S.W. Arthur and 1st Avenue were originally installed with three dial fixed time control equipment. Increases in traffic volumes and unpredictable traffic movements have combined to make the fixed time operation inefficient. Full actuation of these intersections could increase their capacity on a 24 hour basis up to 50% by not serving approaches with no demand and pro-rating the available time on the basis of actual demand and not on a precalculated basis.

Estimated cost: $49,500.00

5. Interconnection of Fixed Time Signals

The existing traffic signals on N.E. Fremont Street, S.E. Foster Road, N.E. and S.E. 39th Avenue and some sections of the northwest area are controlled by fixed time, manually set local controllers. They are kept in time by constant speed synchronous motors. Power failures and controller "drift" require these intersections to be manually timed on a monthly basis and result in inefficient operation during periods between retiming. The interconnection of these intersections will provide a more reliable and safer operation and will increase the flexibility of operation by allowing us to install additional timing dials at problem intersections.

To expedite the work on this project, we intend to have the work performed by City fire alarm crews who are trained in the proper techniques of overhead cable installation and required clearances on power and telephone pole contacts. An Inter-Agency Agreement was included in this year's Budget between the Bureau of Traffic Engineering and the Bureau of Fire to perform this work.

Estimated cost: $42,350.00

6. Traffic Signal Replacement - C.B.D. - 3 Streets

Original installation of traffic signals at these locations were made between 1946 and 1952. They have exceeded their design life resulting in deterioration, causing safety hazards, high maintenance costs and inconvenience to the public. These traffic signals do not meet the minimum standards of the Manual on Uniform Traffic Control Devices.

It is proposed that the preliminary and construction engineering be done by Consultant, since the City does not have the engineering capability for this project in addition to its commitments. A copy of the City's procedure for selection of Consultants is included with the application.

Estimated cost: $409,500.00

7. Traffic Signal Replacement - S.W. Barbur Blvd. & Miles Street

Original installation of traffic signals at this location was made in 1948. City Ordinance 136939 was passed by the Council on August 1, 1973 to enter into an agreement with the State of Oregon for the replacement of this signal, together with replacement of other traffic signals on 82nd Avenue, Powell Blvd. and Barbur Blvd.

This Ordinance was repealed in March of this year, since it appeared the intersections on Barbur would be revised in conjunction with the proposed exclusive bus lanes.

The present traffic control is a 2 phase operation using flashing yellow and flashing red indications for most of the 6 approaches and 2 left turn movements. There is also a pedestrian movement which crosses a vehicle phase showing flashing yellow at the same time the walk indication is on. The 2 phase operation is inadequate and hazardous.

The old equipment and deteriorated wiring cause many trouble calls and resultant extremely hazardous conditions. A copy of the trouble report for the last three years is included in the application. Of particular significance is one call which indicates 27 short circuits had to be cleared before the intersection could be restored to operation.

Estimated cost: $48,000.00

It has been determined that no new right-of-way will be required for the above projects, and that they are of a type for which the statewide assessment for safety projects is applicable. The statewide assessment classifies these projects as Non-Major.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
Geoff Kaiser

6/5/75

(4)

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date August 23, 1976

Applicant Agency City of Portland

Federal Aid System Route No. 9326/9380 Route Name Burnside/Arthur

Project Name Signal improvements - W. Burnside and 23rd - S.W. Arthur Street and 1st Avenue

Project Length 2 intersections Project Location (Attached sketch map)

Project Description Replace existing fixed time three dial operation with fully actuated operation at W. Burnside at 23rd Avenue and at S.W. 1st Avenue at Arthur Street.

Average Daily Traffic 33,000 v.p.d. - 1st and Arthur & 25,000 v.p.d. 23rd and Burnside Design Speed 25 miles per hour

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) See attached drawings

Width Varies Travel Lanes Varies Shoulders None

Medians See attached drawing Parking

Sidewalks All sides

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders

Medians Parking

Curbed Length Curb Radii

Sidewalk/Bikeway

Other

FOOTNOTES: No change in existing roadways desired.

Description of Proposed Roadway Work None

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COUNTY & CITY SECTION
SEP 1 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ RE
☐ OPE ☐ CE ☐ RE ☐ APE ☐

## II. RIGHT-OF-WAY DATA See attached drawings

1. Existing Right-of-Way:

   General Width______________ Minimum 60 ft. Maximum 100 ft.

2. Will Additional Right-of-Way Be Needed? No Explain______________

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?______________

4. Will applicant acquire right-of-way and have State review negotiations? Yes______ No______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes______ No______

7. Is a public hearing necessary? No

   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain______________

   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No

   If so, explain______________

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: Three dial fixed time control at both intersections, span wire suspension at 23 & Burnside, mast arm suspension at 1st and Arthur.

2. Proposed Signalization:

   Location W. Burnside and 23rd Avenue
   S.W. 1st Avenue and Arthur Street
   Type Full Actuation
   Phases 5 at 23rd and Burnside, 7 at 1st and Arthur
   Type of Suspension Span at 23 and Burnside, mast Arm at 1st and Arthur

Interconnected No

Other

FOOTNOTES: Existing signal indication and suspension will be used with addition of some signals to accomodate new phasing

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

## IV. ILLUMINATION DATA Not applicable

1. Present Illumination and Location:

2. Proposed Illumination:

Location

Type

## V. STRUCTURE DATA Not applicable

1. Existing Structure:

Location

Type

Size

To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA Not applicable

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Bureau of Traffic Engineering - Mike Thompson
Office
2. Environmental Bureau of Traffic Engineering - Mike Thompson
Office
3. Public Hearing Bureau of Traffic Engineering - Mike Thompson
Office

REMARKS: ______________________________

## VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______________________________

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No ____

Does the applicant desire to perform the project construction engineering?
Yes ____ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 45,000 |
| Right-of-Way Costs (if participating) | |
| Traffic Control | |
| Illumination | |
| Structures | |
| Railroad | |
| Other ______ | |
| Preliminary Engineering | 4,500 |
| PROJECT TOTAL | $ 49,500 |

FOOTNOTES: ______________________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon and/or ____________ County

By ______________ By ______________

D.E. Bergstrom, City Traffic Engineer

By ______________ By ______________

By ______________

PROPOSED F. A. URBAN SYSTEM PROJECT
COLUMBIA RIVER
SMITH LAKE
CITY LIMITS
RIVER
CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
COMMISSIONER
TRAFFIC ENGINEER
MAJOR STREETS & HIGHWAYS
P
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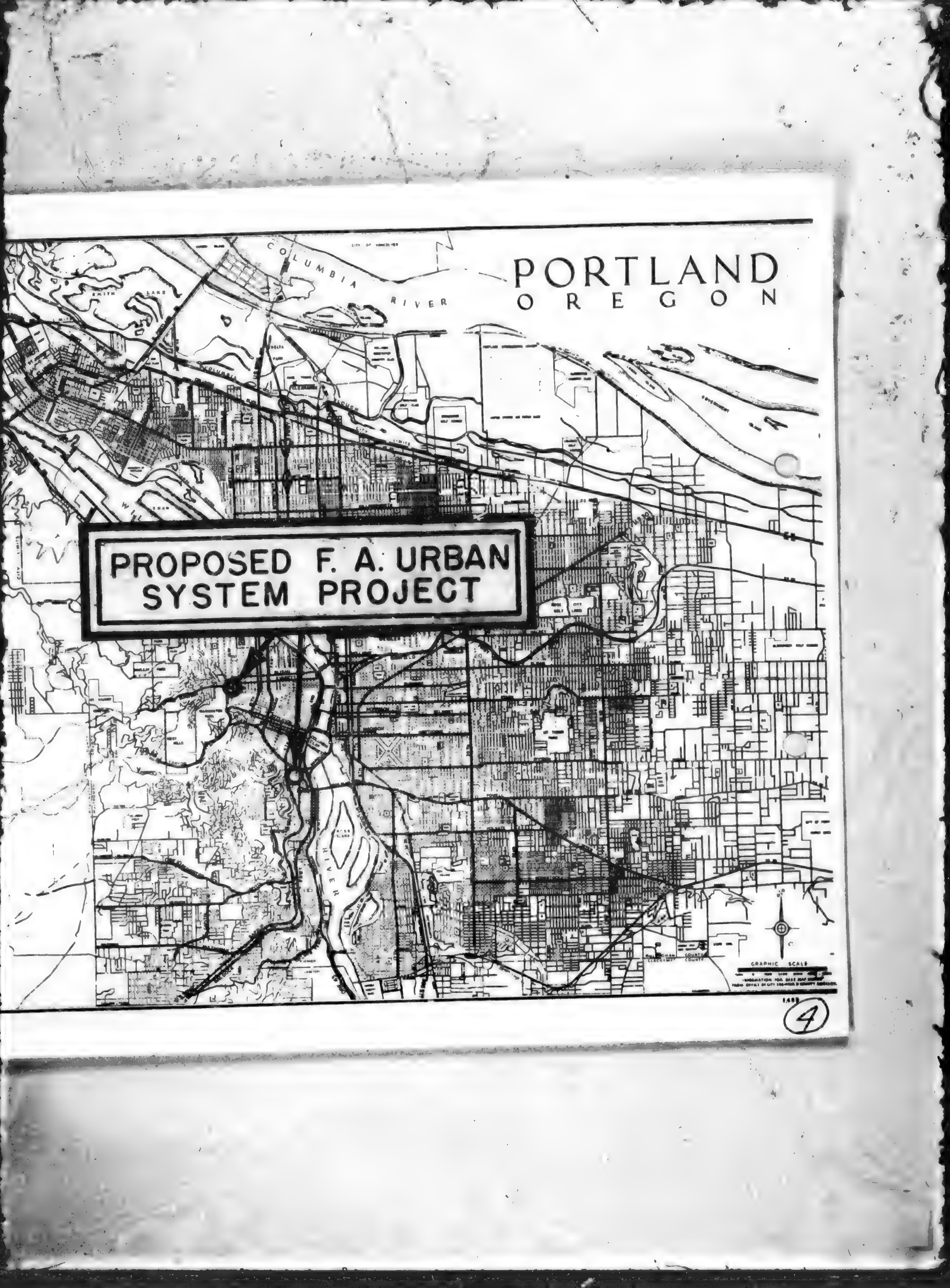
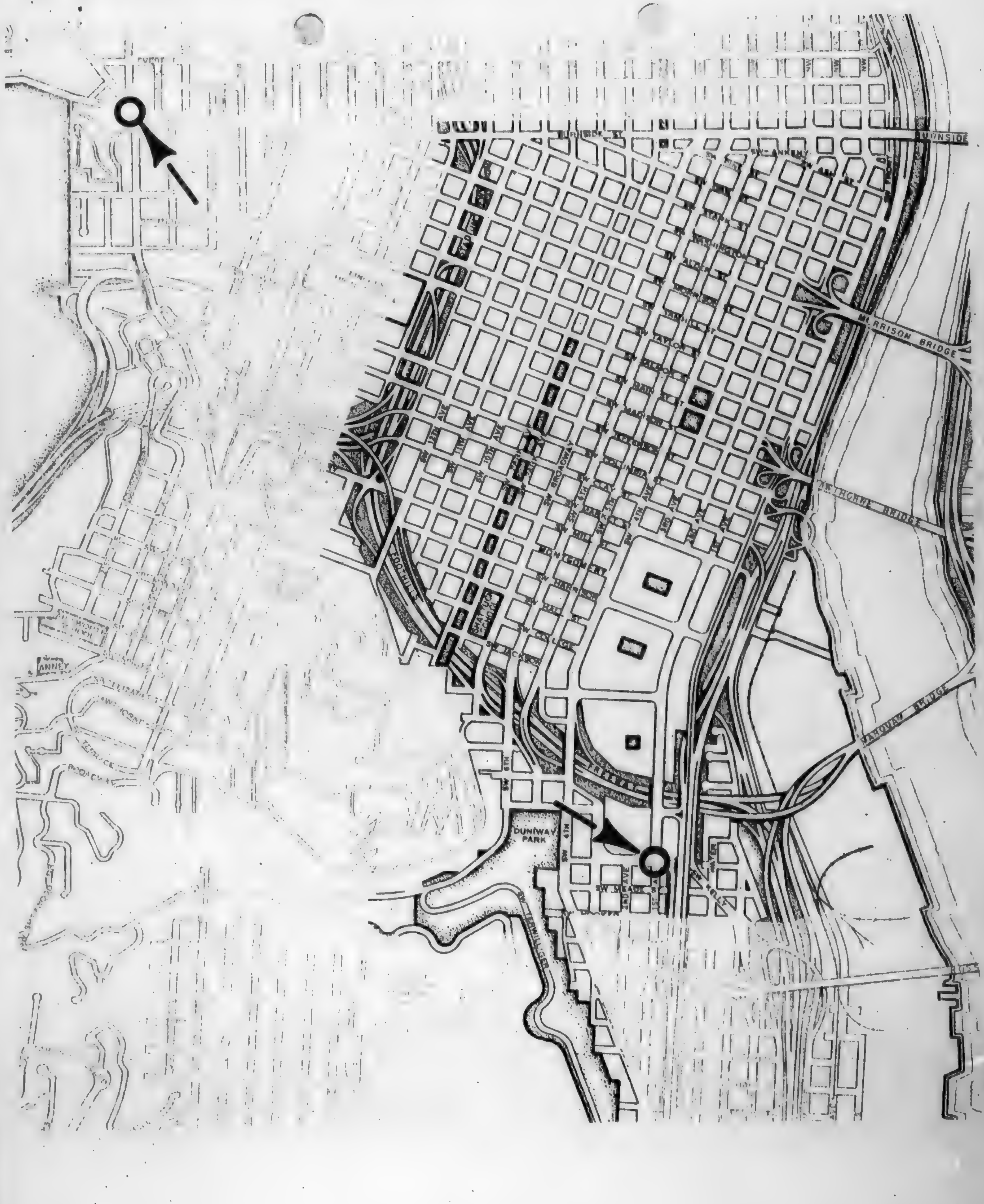
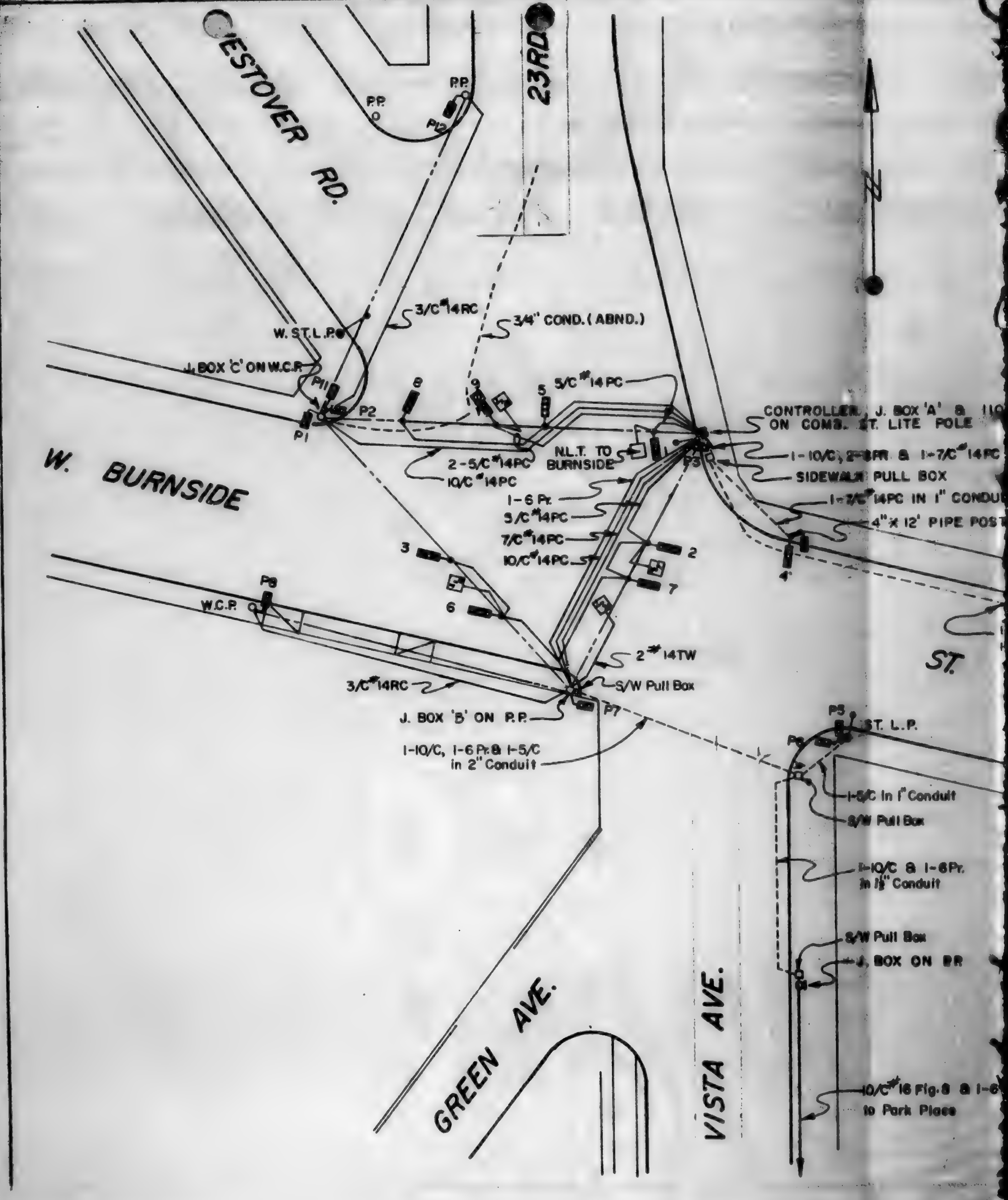
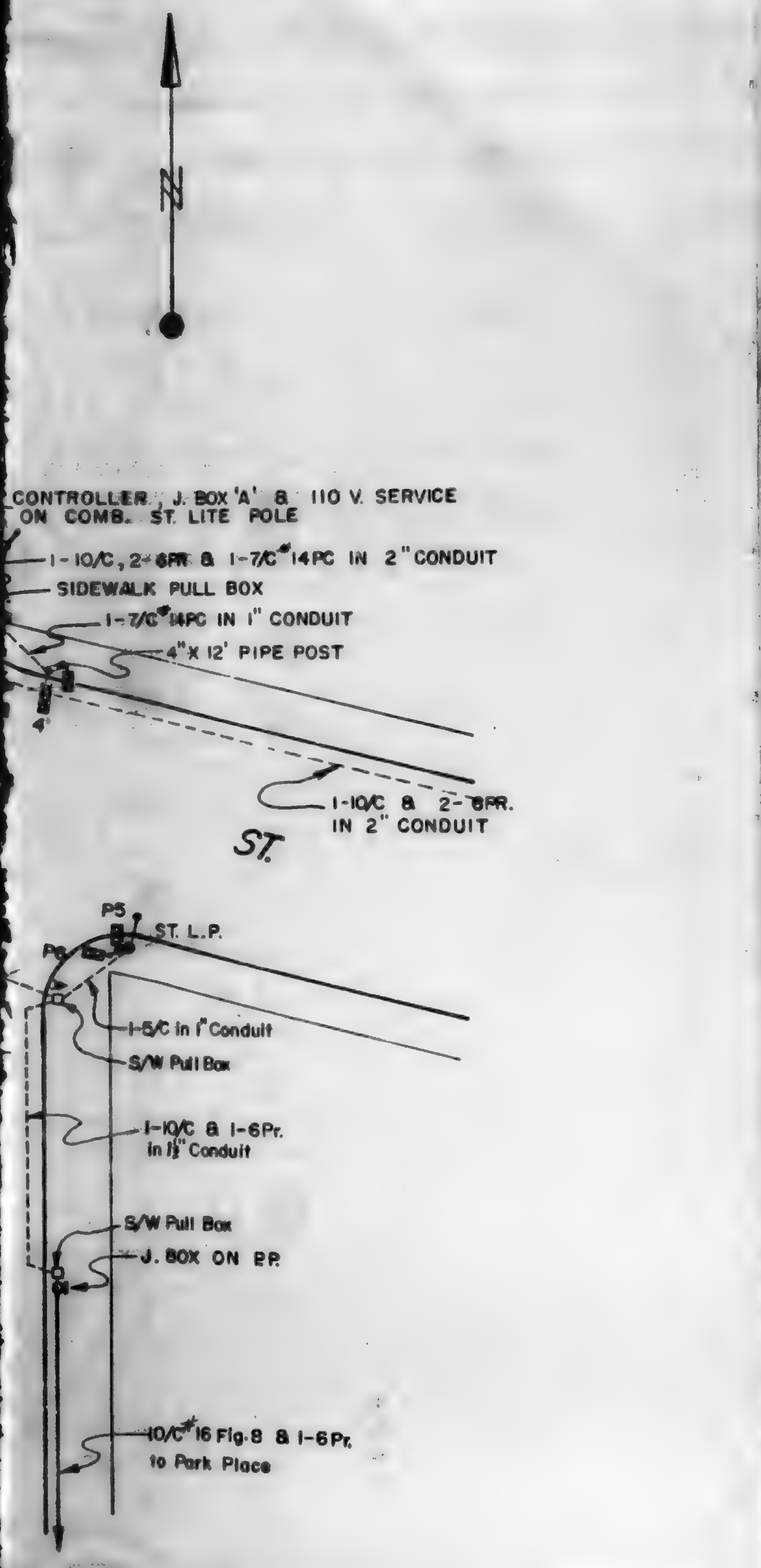

PORTLAND
OREGON
COLUMBIA RIVER
PROPOSED F. A. URBAN SYSTEM PROJECT
RIVER
GRAPHIC SCALE
4


BURNSIDE ST
BURNSIDE
SW ANKENY
SW WASHINGTON ST
SW ALDER ST
SW MORRISON ST
SW TAYLOR ST
SW SALMON ST
SW MAIN ST
SW MADISON
SW JEFFERSON ST
SW COLUMBIA ST
SW 12TH AVE
SW 11TH AVE
SW 10TH AVE
SW BROADWAY
SW 6TH
SW 5TH
SW 4TH AVE
3RD AVE
2ND AVE
1ST AVE
MONTGOMERY
SW HARRISON
SW HALL ST
SW COLLEGE
SW JACKSON
FOOTHILLS
SHATTUCK SCHOOL
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
DUNIWAY PARK
SW 6TH
SW 4TH
2ND AVE
SW MEADE ST
SW KELLY
WATER
TERWILLIGER
ROSS
SW LINCOLN
ANNLY
TERRACE



ESTOVER RD.
23RD
P.P.
P.P.
P12
W. ST. L.P.
3/C #14RC
3/4" COND. (ABND.)
J. BOX 'C' ON W.C.P.
P11
P2
P1
8
9
5
5/C #14 PC
CONTROLLER, J. BOX 'A' & 110
ON COMB. ST. LITE POLE
N.L.T. TO BURNSIDE
1
P3
1-10/C, 2-6PR. & 1-7/C #14PC
SIDEWALK PULL BOX
1-7/C #14PC IN 1" CONDU
4" x 12' PIPE POST
4
W. BURNSIDE
2-5/C #14PC
10/C #14PC
1-6 Pr.
3/C #14PC
7/C #14PC
10/C #14PC
3
2
7
6
P8
W.C.P.
2 #14TW
S/W Pull Box
3/C #14RC
J. BOX 'B' ON P.P.
P7
1-10/C, 1-6 Pr. & 1-5/C in 2" Conduit
ST.
P5
P6
ST. L.P.
1-5/C in 1" Conduit
S/W Pull Box
1-10/C & 1-6Pr. in 1½" Conduit
S/W Pull Box
J. BOX ON PP.
10/C #16 Fig. 8 & 1-6
to Park Place
GREEN AVE.
VISTA AVE.
N


N
CONTROLLER, J. BOX 'A' & 110 V. SERVICE ON COMB. ST. LITE POLE
1-10/C, 2-6PR & 1-7/C#14PC IN 2" CONDUIT
SIDEWALK PULL BOX
1-7/C#14PC IN 1" CONDUIT
4"X 12' PIPE POST
4'
1-10/C & 2-6PR. IN 2" CONDUIT
ST.
P5
ST. L.P.
P6
1-5/C in 1" Conduit
S/W Pull Box
1-10/C & 1-6Pr. in 1½" Conduit
S/W Pull Box
J. BOX ON P.P.
10/C#16 Fig.8 & 1-6Pr. to Park Place

PLAN

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

WM. A. BOWES..........COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

# SIGNALIZATION PLAN
# W. BURNSIDE ST. AT 23RD. AVE., WESTOVER & VISTA

JUNE, 1969
SCALE: 1"= 30'-0"

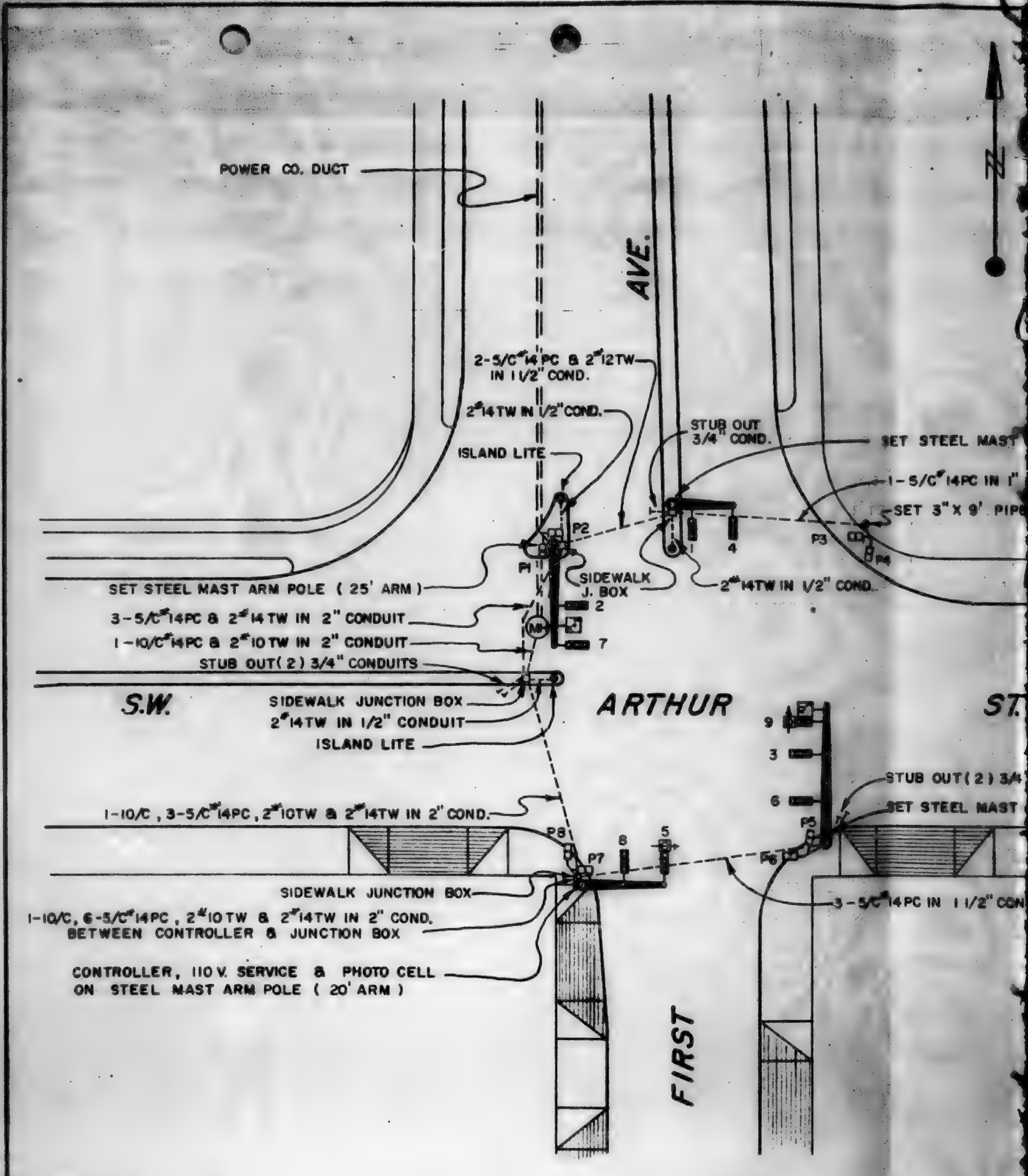
## Revisions

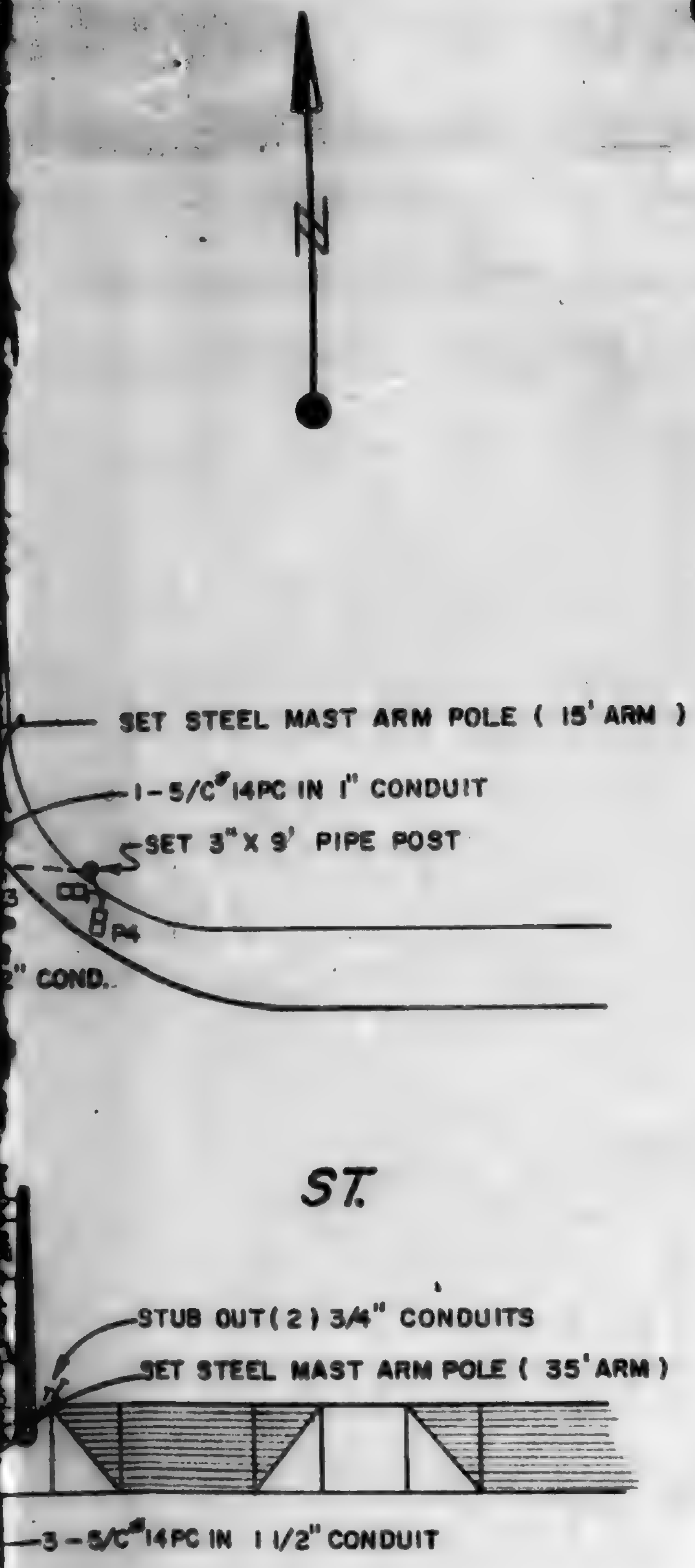
| Date | Description |
|---|---|
| 7/28/69 | REVISED N.E. CORNER DUE TO CUTBACK |
| 9/15/71 | Changed hd. 5 to 9; added new hd. 5. |
| | Revised to feed P5–P6 underground. |
| | |
| | |
| | |
| | |
| | |

APPROVED D. E. Bergstrom
City Traffic Engineer

DATE 7-29-69

PL-0-025


POWER CO. DUCT
AVE.
2-5/C#14PC & 2#12TW IN 1 1/2" COND.
2#14TW IN 1/2" COND.
STUB OUT 3/4" COND.
SET STEEL MAST
ISLAND LITE
1-5/C#14PC IN 1"
SET 3" X 9' PIP
P2
P1
P3
P4
1
4
SIDEWALK J. BOX
2#14TW IN 1/2" COND.
SET STEEL MAST ARM POLE ( 25' ARM )
3-5/C#14PC & 2#14 TW IN 2" CONDUIT
1-10/C#14PC & 2#10 TW IN 2" CONDUIT
2
7
STUB OUT(2) 3/4" CONDUITS
S.W.
ARTHUR
ST.
SIDEWALK JUNCTION BOX
2#14TW IN 1/2" CONDUIT
ISLAND LITE
9
3
6
STUB OUT(2) 3/4
SET STEEL MAST
1-10/C, 3-5/C#14PC, 2#10TW & 2#14TW IN 2" COND.
P8
P7
8
5
P5
P6
SIDEWALK JUNCTION BOX
3-5/C#14PC IN 1 1/2" CON
1-10/C, 6-5/C#14PC, 2#10 TW & 2#14TW IN 2" COND. BETWEEN CONTROLLER & JUNCTION BOX
CONTROLLER, 110 V. SERVICE & PHOTO CELL ON STEEL MAST ARM POLE ( 20' ARM )
FIRST
N


SET STEEL MAST ARM POLE ( 15' ARM )
1-5/C# 14PC IN 1" CONDUIT
SET 3" X 9' PIPE POST
P4
3
2" COND.
ST.
STUB OUT (2) 3/4" CONDUITS
SET STEEL MAST ARM POLE ( 35' ARM )
3-5/C# 14PC IN 1 1/2" CONDUIT

PLAN

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

WM. A. BOWES..........COMMISSIONER
D. E. BERGSTROM.....TRAFFIC ENGINEER

# SIGNALIZATION
# PLAN
# S.W. FIRST AVE.
# AT
# S.W. ARTHUR ST.

JANUARY, 1967

SCALE: 1" = 30'-0"

**Revisions**

| Date | Description |
|---|---|
| 1/26/67 | CONVERTED TO MAST ARMS |
|  | Added LTA to Sig.5 |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |

APPROVED D. E. Bergstrom
City Traffic Engineer

DATE 1-30-67

PL-5-099

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 23, 1976

## A. PROJECT IDENTIFICATION

Name of Project Signal improvements (W. Burnside & 23rd) (S.W. 1st & Arthur)
(Section)

Location of Project - W. Burnside/S.W. Arthur (Highway Name) 9326/9380 (Highway No., US - ORE)

Portland (City) Multnomah (County) Metro (Region)

Program FAU (Funding) $49,500 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Fully actuate two signalized intersections to eliminate conflicting movements and improve traffic flow.

Origin and History: Present signal was installed at 23rd and Burnside in 1952 and was revised in 1969. Signal was installed at S.W. Arthur and 1st in 1946 and was completely replaced in 1968.

## C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Two signalized intersections.

Termini Intersection of W. Burnside Street and 23rd Avenue.
Intersection of S.W. Arthur Street and 1st Avenue.

Alignment (new or existing) Existing

Form (2)9-74

Description of Project (con

Right-of-Way (acreage and type of land use) Business

Typical Section See drawings

Bikeway

Structures

Additional Facilities

Access Control

Materials

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ADT) 1st and Arthur - 33,000 v.p.d.
23rd and Burnside - 25,000 v.p.d.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1). Retain existing operation

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______ Tentative Date(s)______

A-95 Review: ☐ Not Required ☒ Required CRAG TIP for signal improvement

Date Submitted______ Date Received______

Expected Coordination with Local, State and Federal Agencies

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation

## F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) ____________

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: **None**

   Consequences:

2. Estimated Changes in Traffic Patterns: **None**

   Consequences: **Additional phases will eliminate conflicting movements and provide safer and more efficient use of the intersection.**

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: **None**

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: **None**

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: **None**

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: **None**

7. Potential for Controversial Issues: **Not aware of any.**

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans Not essential to City's Clean Air Plan, but will aid in congestion and movement of vehicles.

   b. Noise Standards

   c. Water Quality Standards

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ______________

4/5/75

✓ ⑦

## FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date Aug. 23, 1976

Applicant Agency City of Portland
Federal Aid System Route No. 9361 Route Name Barbur Blvd
Project Name S.W. Barbur Blvd at 3rd and Miles

Project Length 400 ft. Project Location (Attached sketch map)
Project Description Complete replacement of existing semi-actuated signal installation with new equipment including full actuated control equipment providing additional phases to eliminate conflicting movements, increase reliability of operation and bring the intersection into conformity with MUTCD.

Average Daily Traffic 13,000 Design Speed 35 M.P.H.

Complete Applicable Sections:

### I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 70' Travel Lanes 4 Shoulders None
Medians 15' Parking None
Sidewalks
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES: No change in existing roadway proposed

Description of Proposed Roadway Work

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 120' Minimum ______ Maximum ______

2. Will Additional Right-of-Way Be Needed? No Explain ______

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ______

4. Will applicant acquire right-of-way and have State review negotiations? Yes ______ No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes ______ No ______

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain ______
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain ______

## III. TRAFFIC CONTROL DATA

1. Existing Signalization: Two phase semi-actuated, combination mast arm, span wire

2. Proposed Signalization:

Location Intersection of S.W. Barbur Blvd. with 3rd Ave. and Miles St.
Type Fully actuated
Phases 8 phase
Type of Suspension Mast Arm

Interconnected 10 conductor overhead
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA **Not applicable**

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA **Not applicable**

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

## VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | Bur. of Traffic Engineering, Mike Thompson<br>Office |
| 2. Environmental | Bur. of Traffic Engineering, Mike Thompson<br>Office |
| 3. Public Hearing | Bur. of Traffic Engineering, Mike Thompson<br>Office |

REMARKS: ____________________

## VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ____________________

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No ____

Does the applicant desire to perform the project construction engineering?
Yes X No ____

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-Way Costs (if participating) | |
| Traffic Control | 43,300 |
| Illumination | |
| Structures | |
| Railroad | |
| Other ____ | |
| Preliminary Engineering | 4,700 |
| PROJECT TOTAL | $ 48,000 |

FOOTNOTES: Funds for City share are included in 1976-77 Budget. Project is covered by blanket signal replacement in CRAG submittal. City proposes to have preliminary engineering done by consultant.

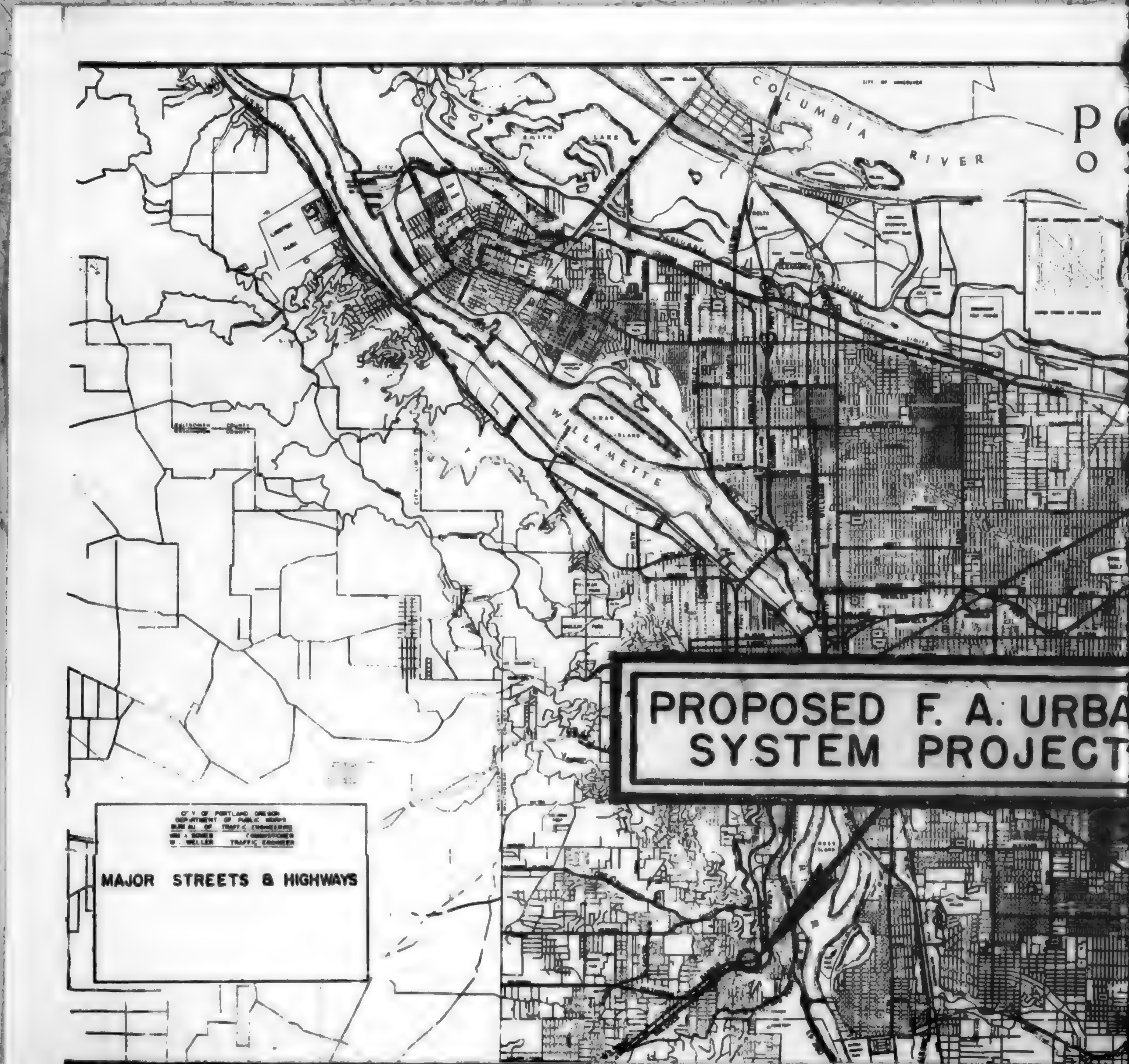
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

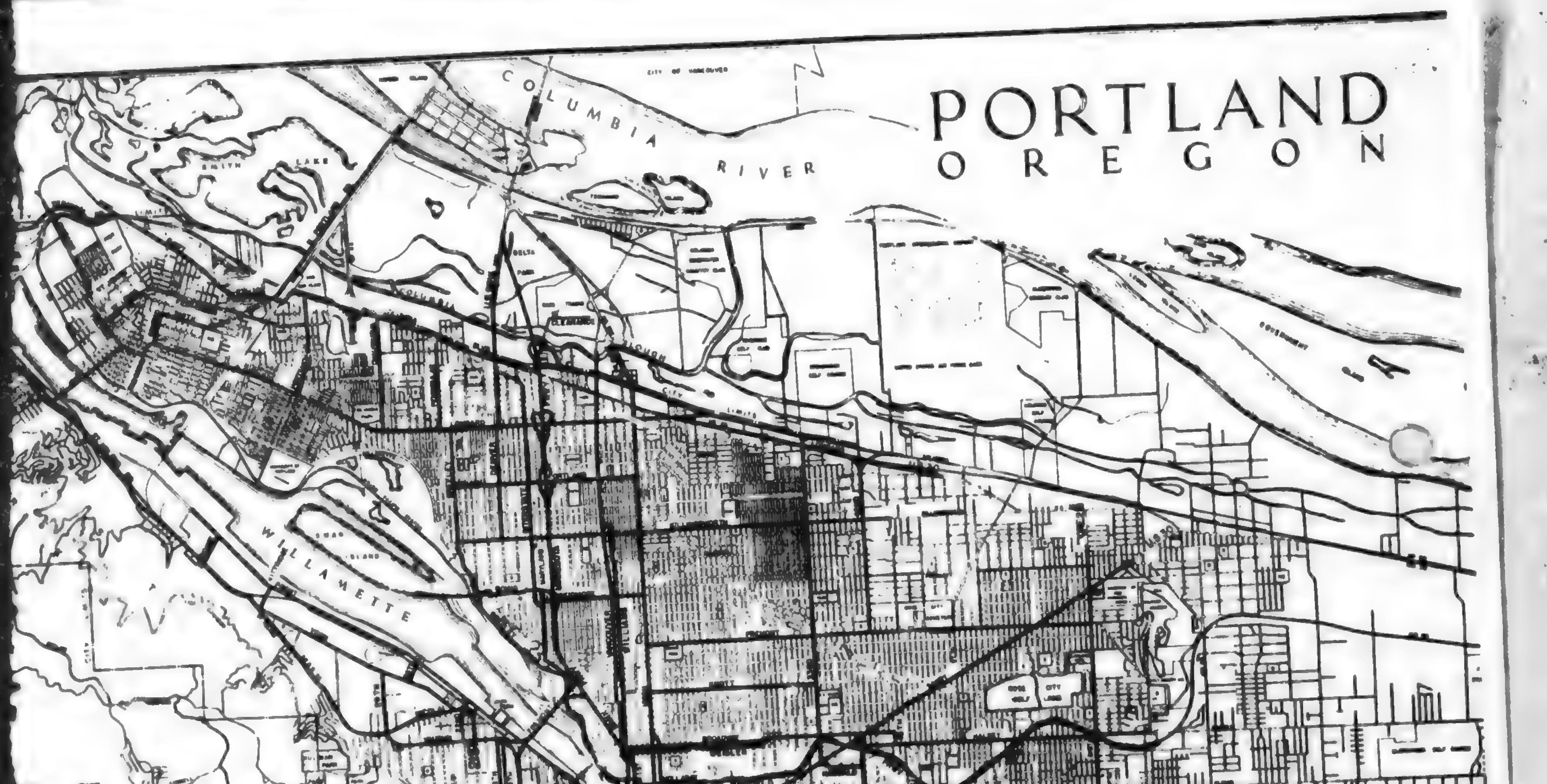
City of Portland and/or ____ County

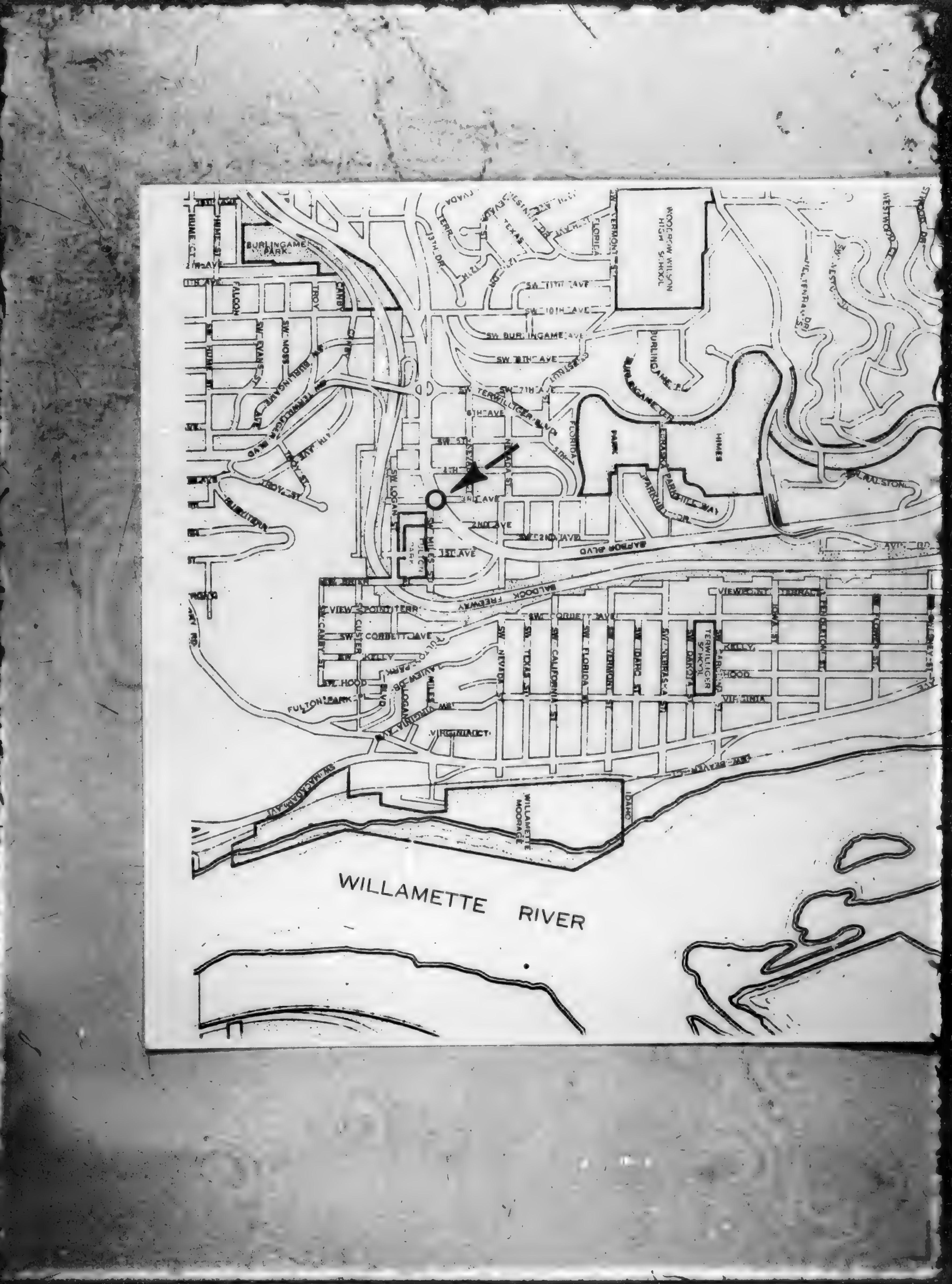
By ____ By ____
D.E. Bergstrom, City Traffic Engineer

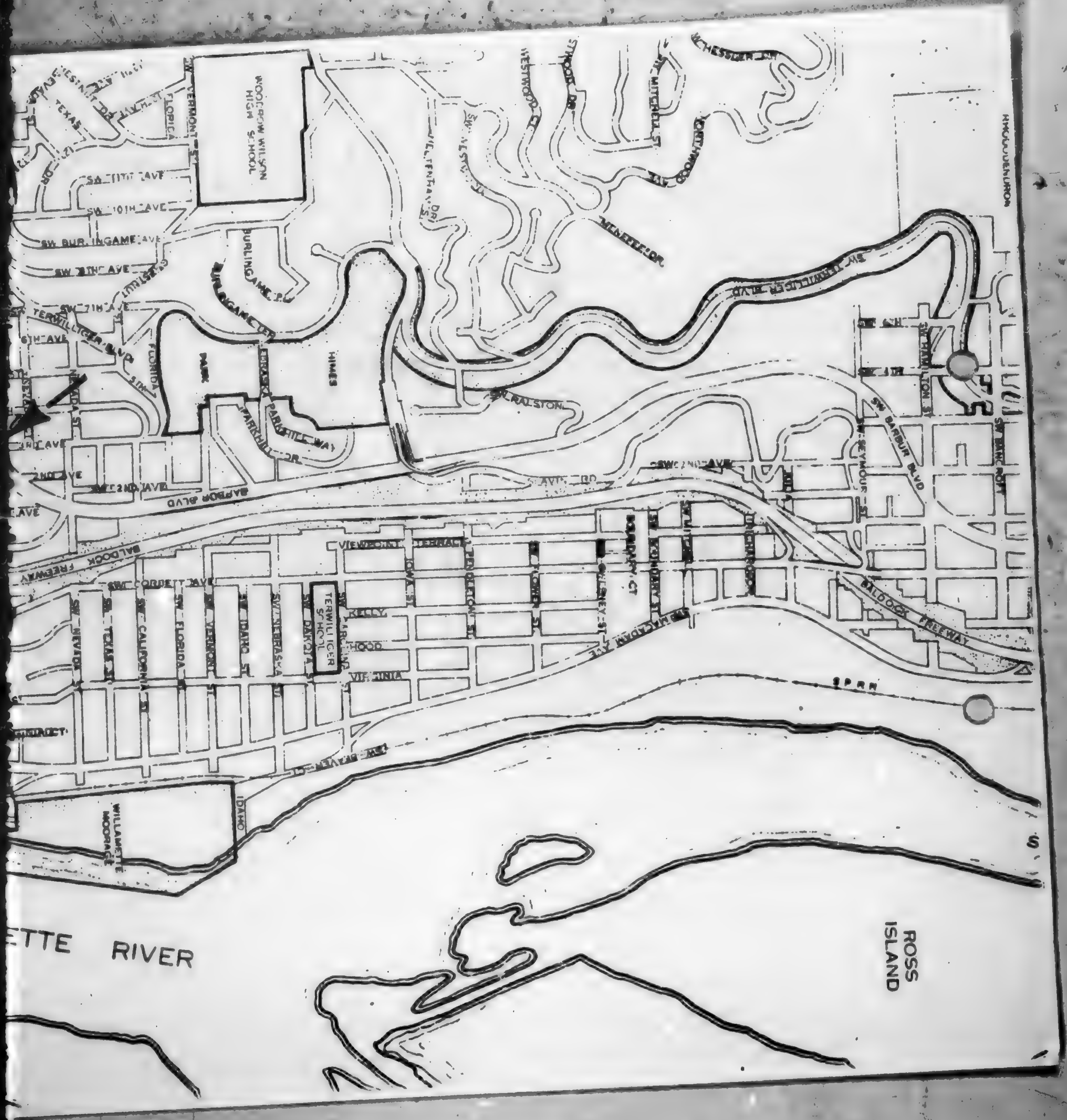
By ____ By ____

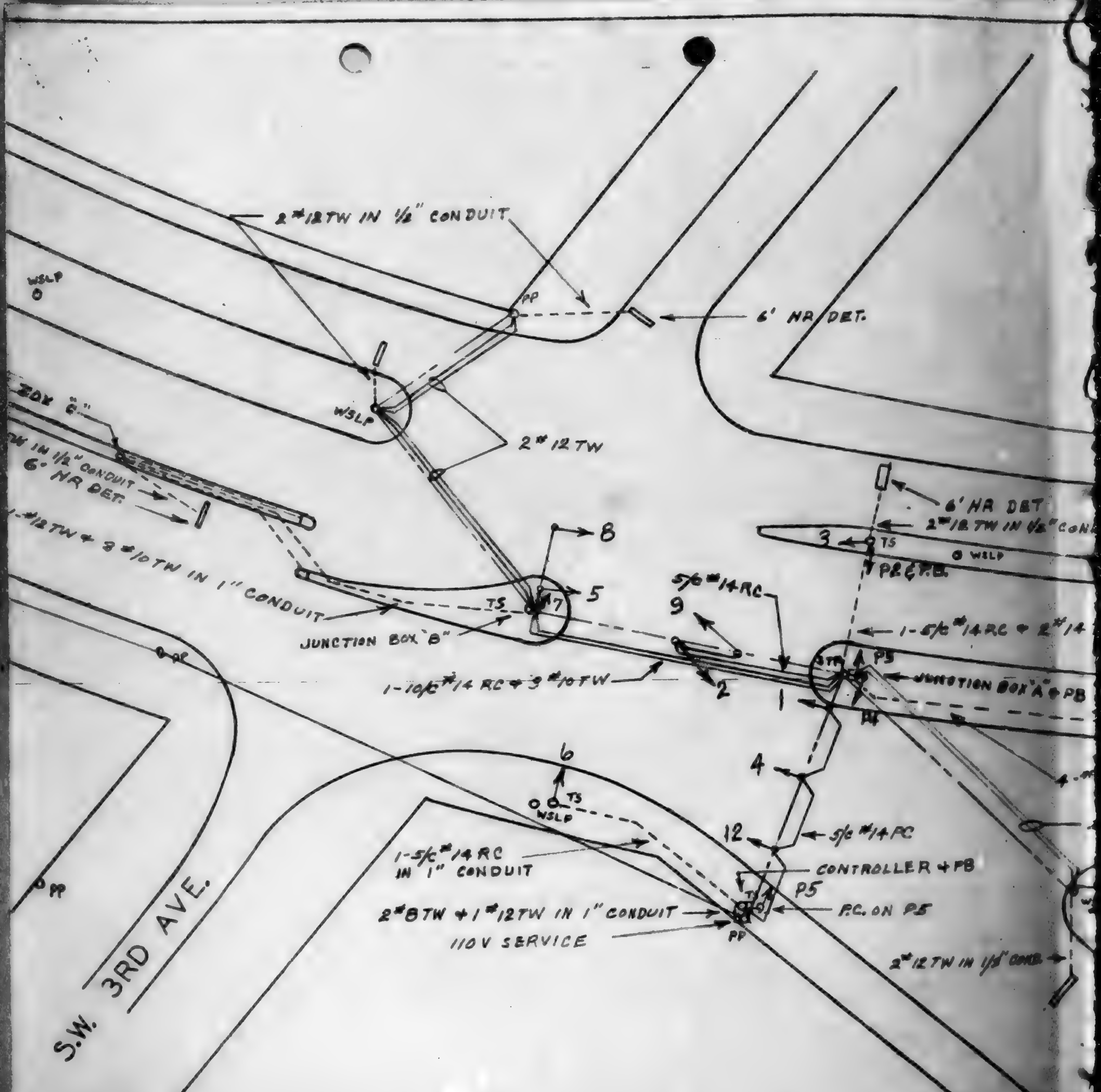
By ____

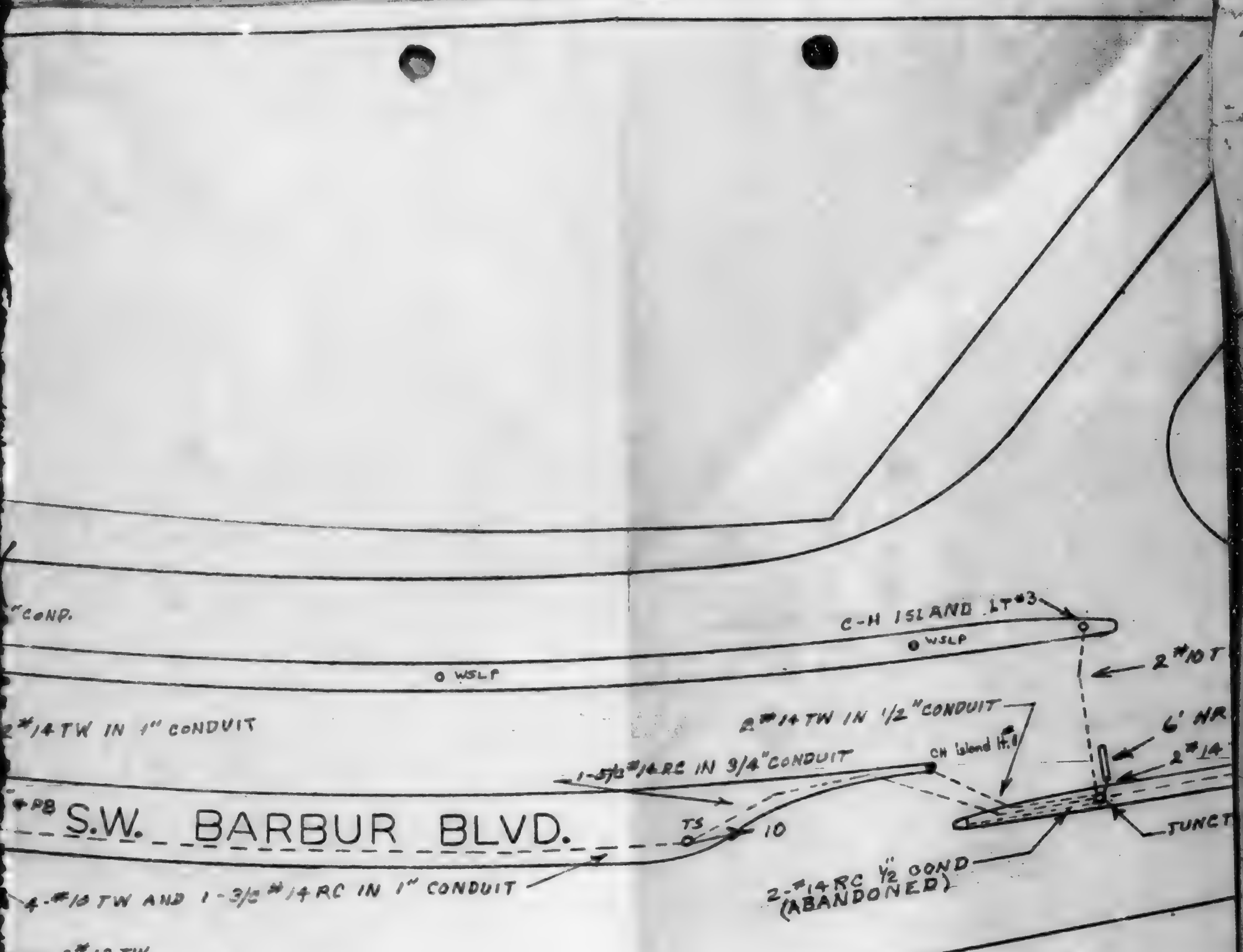

PO
O
COLUMBIA RIVER
CITY OF VANCOUVER
SMITH LAKE
WILLAMETTE
CITY LIMITS
PROPOSED F. A. URBA
SYSTEM PROJECT
CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
COMMISSIONER
TRAFFIC ENGINEER
MAJOR STREETS & HIGHWAYS


PORTLAND
OREGON
COLUMBIA RIVER
WILLAMETTE
PROPOSED F. A. URBAN
SYSTEM PROJECT
GRAPHIC SCALE


WOODROW WILSON HIGH SCHOOL
BURLINGAME PARK
SW BURLINGAME AVE
SW TERWILLIGER BLVD
BURLINGAME TER
FLORIDA
VERMONT ST
SW 10TH AVE
SW 8TH AVE
SW 7TH AVE
6TH AVE
3RD AVE
2ND AVE
SW 2ND AVE
1ST AVE
SW LOGAN ST
SW NEVADA ST
BARBUR BLVD
BALDOCK FREEWAY
FALCON
TROY
CANBY
SW EVANS ST
TROY ST
PARKHILL DR
PARKHILL WAY
HINES
PARK
SW RALSTON
WESTWOOD DR
SW VIEWPOINT TERR
SW CORBETT AVE
SW CUSTER
SW CANBY ST
KELLY
SW HOOD
FULTON PARK
FULTON PARK BLVD
VIRGINIA
VIRGINIA CT
SW NEVADA
SW TEXAS ST
SW CALIFORNIA ST
SW FLORIDA
SW VERMONT
SW IDAHO ST
SW NEBRASKA
SW DAKOTA
TERWILLIGER SCHOOL
VIEWPOINT TERRACE
SW MACADAM AVE
WILLAMETTE MOORAGE
IDAHO
WILLAMETTE RIVER


WOODROW WILSON HIGH SCHOOL
TERWILLIGER SCHOOL
SW TERWILLIGER BLVD
BARBUR BLVD
BALDOCK FREEWAY
SW BURLINGAME AVE
SW 10TH AVE
SW 11TH AVE
SW 7TH AVE
SW 6TH AVE
SW 2ND AVE
SW CORBETT AVE
SW MACADAM AVE
SW NEVADA
SW TEXAS ST
SW CALIFORNIA ST
SW FLORIDA
SW VERMONT
SW IDAHO ST
SW NEBRASKA
SW DAKOTA
SW KELLY
SW HOOD
SW VIRGINIA
VIEWPOINT TERRACE
PENDLETON ST
SW RALSTON
HIMES
PARK
WESTWOOD
SW MITCHELL ST
MENEFEE DR
SW HAMILTON
SW BARBUR BLVD
SW SEYMOUR
SW BANCROFT
SP RR
WILLAMETTE MOORAGE
IDAHO
ETTE RIVER
ROSS ISLAND


2#12TW IN 1/2" CONDUIT
WSLP
PP
6' HR DET.
BOX "C"
TW IN 1/2" CONDUIT
6' HR DET.
WSLP
2#12TW
1-#12TW + 3#10TW IN 1" CONDUIT
8
5
TS
7
JUNCTION BOX "B"
6' HR DET
2#12TW IN 1/2" CON
3
TS
WSLP
PB & P.B.
5/C #14 RC
9
2
1-10/C #14 RC + 3#10TW
1
1-5/C #14 RC + 2#14
STP
P5
JUNCTION BOX "A" + PB
P4
PP
4
6
TS
WSLP
12
5/C #14 RC
1-5/C #14 RC IN 1" CONDUIT
CONTROLLER + PB
P5
2#8TW + 1#12TW IN 1" CONDUIT
110V SERVICE
PP
P.C. ON P5
2#12TW IN 1/2" COND.
PP
S.W. 3RD AVE.


"COND.
C-H ISLAND LT#3
WSLP
2#10 T
WSLP
2#14 TW IN 1" CONDUIT
2#14 TW IN 1/2" CONDUIT
6' HR
CH Island lt.#1
2#14
1-5/C #14 RC IN 3/4" CONDUIT
#PB
S.W. BARBUR BLVD.
TS
10
JUNCT
2-#14 RC 1/2" COND
(ABANDONED)
4-#10 TW AND 1-3/C #14 RC IN 1" CONDUIT
2#12 TW
WSLP
WSLP
WSLP
WSLP
S.W. 2ND AVE.
S.W. MILES ST.

# TRAFFIC SIGNAL MAINTENANCE REPORT

FOR

## JANUARY 1 THRU JUNE 30.1976

| | | | | |
|---|---|---|---|---|
| BARBUR BLV AND MILES | | | JENSEN | SHRADER |
| 1/12 | 817 | RED OUT ON MILES-RELAMP WATER DAMAGE | SHRADER | MCDOWELL |
| 1/13 | 1207 | WALK NOT WORKING PROPERLY-REPLACED CONTROLLER | SHRADER | MCDOWELL |
| 1/14 | 1050 | SPLICE WIRES FOR DET. ETC | ODONNELL | |
| 2/23 | 2010 | ALL OUT (MSA'S OUT)-REPLACE CONTROLLER | | |
| 3/ 8 | 1300 | REPLACED P.B. ASSEMBLY REPAIRED COVER | JOHNSON | SHRADER |
| | | ON ISLAND J. BOX | JENSEN | |
| 3/25 | 1930 | STUCK ALL RED O K ON ARRIVAL | SHRADER | JOHNSON |
| 5/ 4 | 1500 | SET SIDE STREET INITIAL TO 14 SECONDS | | |
| 6/ 4 | 2315 | GREEN AND RED ON TOGETHER-WIRE ON TOGETHER- | JOHNSON | |
| | | CLEARED SHORT | SHRADER | JOHNSON |
| 6/ 9 | 1300 | REPLACE UNIT - ISLAND LIGHTS | | |

## JANUARY 1 THRU DECEMBER 31, 1975

| | | | | |
|---|---|---|---|---|
| BARBUR BLV AND MILES | | | PJESKY | |
| 1/ 7 | 1900 | HEAD DANGLING - FIND NO DANGLE REBOB SBR | JENSEN | MCDOW |
| 2/20 | 1245 | OVER HEAD SIG TURNED OK ON ARRIVAL | ODONNELL | |
| 2/20 | 1500 | SIGNAL HANGING SECURE FROM SWINGING | MCDOWELL | |
| 2/21 | 732 | REPLACE WK LENSE | SHRADER | |
| 5/25 | 2235 | STUCK ON RED INSTALL SPARE | SHRADER | MCDOW |
| 5/30 | 1322 | HAY WIRE CORRECTED PERM. SW | ODONNELL | |
| 8/27 | 1435 | P. F. CALLED P. G. E. ON IN FIFTEEN MINUTES | ODONNELL | |
| 10/23 | 2220 | EBR FOR MILES OUT-RELAMP | MCDOWELL | SHRAD |
| 12/12 | 1037 | OUT OF SYNC - REPLACED FUSE AT TERWILLIGER | MCDOWELL | |
| 12/24 | 1101 | NOT OPERATING PROPERLY CLEARED 27 SHORTS | JENSEN | SHRAD |
| 12/31 | 1225 | STUCK REPLACE CONTROLLER | | |

## JANUARY 1 THRU DECEMBER 31,1974

| | | | | |
|---|---|---|---|---|
| BARBUR BLV AND MILES | | | SMITH | |
| 2/ 4 | 1430 | SE COR WT OUT RELAMP | STANTON YD | |
| 3/ 1 | 1505 | SIGNAL HANGING | MCDOWELL | |
| 3/ 5 | 650 | ADVANCE A KO.D PICKED UP | | |
| 3/26 | 1245 | SHORT GREEN FOR 3RD REPLACED RESYNC FUSE AT | SHRADER | MCDOWE |
| | | TERWILL | MEALEY | |
| 4/ 9 | 1725 | E B R RELAMP | MCDOWELL | ODONNE |
| 4/10 | 900 | STRAIGHTEN INBOUND HEAD | MCDOWELL | |
| 4/18 | 2345 | R AND G ON TOGETHER OK ON ARRIVAL | ODONNELL | MCDOW |
| 4/19 | 930 | INSTALLED NEW R1 RELAY IN CAB | SHRADER | MEALEY |
| 4/29 | 800 | INBOUND G OUT RELAMP | PJESKY | |
| 5/ 3 | 2330 | SHORT A PH. AMBER INCREASE TO 5 SEC. | ODONNELL | MCDOWE |
| 5/13 | 837 | SW COR BROKEN WK LENS REPLACED | SHRADER | MEALEY |
| 5/14 | 1500 | INSTALL SPARE | SMITH | |
| 6/11 | 1500 | J. BOX COVER MISSING REPLACED | MCDOWELL | |
| 7/23 | 732 | NB WT RELAMP | JENSEN | ODONNE |
| 11/12 | 925 | R OUT RELAMP | ODONNELL | MCDOWE |
| 11/25 | 902 | RELAMP ISLAND LITE | MCDOWELL | |
| 11/27 | 730 | REPLACE BOPC | | |

CITY OF PORTLAND, OREGON

ADMINISTRATIVE PROCEDURE

Page 1 Of 6

| Subject | Classification No. | Issuance No. |
|---|---|---|
| SELECTION AND MANAGEMENT OF CONSULTANTS | 1442 | 1 |
| | SUPERSEDES | |
| | Classification No. | Issuance No. |
| | | |

## Purpose

The purpose of this administrative procedure is to provide the offices and bureaus of the City with a set of guidelines for interviewing, selecting, evaluating and managing consultants.

## Scope

This procedure is ADVISORY in nature and does not touch on technical or engineering areas where special physical or chemical processes or structural or material specifications are involved in such bureaus as those of the City Engineer and Water Works.

## Overview of the Selection and Management of Consultants

Because consulting services are costly, politically sensitive and often non-productive, it is important to determine the work to be accomplished and whether outside consultants are required to perform this work. The consulting firm should be carefully selected and monitored.

This procedure is divided into two parts:

- The process of selecting a consultant (or the pre-award stage); and
- The process of managing the consultant (or the post-award stage).

## The Selection Process

- Defining Objectives -- After clearly defining the objectives and specific products to be delivered, the office or bureau administrator should decide whether outside consultants are really necessary.

| Responsible Office | Effective Date |
|---|---|
| Bureau of Management & Budget | January 1, 1974 |
| **Distribution** | **Approved By** |
| Managerial | The Mayor |

CP-1220
Oct. 73

- The Project Manager -- If the office or bureau administrator decides that a project manager is required, several factors should be carefully evaluated prior to the appointment of the project manager. The size of the project, the complexity of the problem and the duration of the project are only examples of such factors.

  The project manager, once selected, should be in complete charge of the project and have overall responsibility for leadership, control and development of the final product.

- Request For Proposal (RFP) -- Completing the RFP is one of the most important steps in the pre-award stage because it explains to the prospective consultant exactly what the City wants to accomplish. Potential consultants must estimate their cost and time based on the detailed information provided in this document. If the RFP provides clear information, it will help consultants prepare practical and accurate estimates.

  The RFP also provides the standards of performance for monitoring the contract and evaluating the final product, as well as being an internal source of historical documentation and a summary of the project.

  -- When A Request For Proposal Is Necessary -- Chapter VIII of the City of Portland Charter states that a written contract is necessary when the total sum to be paid for work, materials or supplies exceeds $2,500. While this statement does not prescribe an RFP, it is important in negotiating a contract to state clearly what is to be accomplished. Thus, an RFP may be no more than a brief letter for small contracts.

  For more complex projects, an RFP may include the following:

  1. Overview of the Project

     a. Background information (e.g., organization chart and goals).

     b. General objectives and products to be accomplished.

     c. Functional areas and agencies affected by the project.

  2. Detailed Objectives and Products

     a. Details and priorities of items to be produced.

     b. Task schedule, identifiable "milestone products" and other criteria to aid in monitoring.

3. Detailed Organization and Responsibilities

   a. City personnel involved, including the project manager, and their specific responsibilities shown in an organizational chart.

   b. Training to be supplied by the consultant.

   c. Responsibilities of the potential consultant.

4. Contractual Information

   a. Terms and conditions for the final agreement.

   b. Special guidelines for preparation of proposals (deadlines, directions for completion and forwarding, etc.).

   c. Contractual information to be provided by the prospective consultants.

-- Forwarding of Request For Proposal -- The RFP, along with a formal cover letter, should be forwarded to all potential contractors emphasizing dates and the deadline for receipt of proposals. The cover letter should request information regarding:

1. The firms background and organizational structure.

2. Charges and price standards.

3. A task plan.

4. Persons authorized to negotiate final contract.

5. Documents to be produced by the consultant.

6. Additional City support necessary (i.e., data processing, graphics, etc.).

. Bidders' Conference -- The Bidders' Conference is an informal meeting held prior to the awarding of contracts. The Bidders' Conference provides:

-- An information forum for the project representatives and prospective consultants to discuss the proposal and clarify vague issues.

-- A better perspective of project methods and products.

-- A means by which the City can:

  1. Evaluate the skills and potential of each bidder and the overall quality of service.

  2. Review the possibilities for cost control, interim reporting, final product evaluation and overall project management.

-- A means by which new skills, ideas and sources of information of relevance to the project and the City are introduced.

- Final Selection of the Consultant -- The system for rating proposals should be based on the criteria set forth in the RFP and on information gained at the Bidders' Conference. The details of individual proposals should be objectively and carefully analyzed and numerically rated, if feasible, before a consultant is selected.

  Formal letters announcing the consultant selected should be forwarded to all bidders.

- Writing the Final Contract -- The City Attorney's Office prepares the final proposed contract based on the RFP and the proposal submitted by the selected consultant.

  Any relevant information concerning dates, products to be delivered and specifications not included in the RFP should be forwarded, in writing, to the City Attorney's Office.

  The most critical aspect of preparing the contract is the absolute necessity of inserting binding clauses explaining specifically the exact end products and their dates of delivery.

  After completion, the final document is reviewed by the contracting agency and the consultant for final approval.

- Awarding the Final Contract -- The contracting agency must prepare an ordinance authorizing the City to enter into agreement with a contractor. Once the ordinance is passed, the original contract is forwarded to the contracting firm for first signature. When the contract is returned with the appropriate signature, it is forwarded by the Auditor's Office to the Mayor for signature and then to the Commissioner in charge.

## Managing Contract Performance

- Execution of Contract -- The project manager should schedule a general review to familiarize involved City and consultant personnel with:

  - Established priorities
  - Specifications
  - Reporting responsibilities
  - "Milestone" products
  - Auditing and purchasing arrangements
  - Use of facilities

  For large and/or multiple function projects, it may be desirable to establish a review committee to aid in identifying and solving problems as they occur. The review committee should include specialized personnel qualified to examine and discuss the work of the consultants.

- The Monitoring Process -- The importance of a thorough and comprehensive system for monitoring cannot be overstated. A good monitoring system should include:

  - An initial review to be held as early as possible, such as when the first significant product is delivered.
  - Continuing reviews scheduled on a regular basis to examine:

    1. Performance in terms of commitments of both the agency and the consultant.
    2. Future project needs and methods for obtaining them.
    3. Existing or potential problems.

  Contractors should prepare written progress reports periodically to provide:

    1. A reliable method for comparing planned with actual accomplishments.
    2. Information for necessary audit trail and progress payment determination.
    3. A comprehensive source of condensed and timely information regarding the project.

Though there is no established standard, a good guideline for the frequency of progress reports is:

1. Monthly reporting for projects exceeding six months; or

2. Bi-weekly reporting for short-term projects.

- Product Evaluation -- Generally, the consultant is required to submit a final report which is intended to fulfill the provisions of the contract. The report might include findings, analyses, recommendations, etc. relevant to the initially stated objectives. This report should provide a sound basis for evaluating the consultant's performance.

  Developing methods for final evaluation is usually the responsibility of the project manager. Members of the review committee may provide valuable assistance in this evaluation.

- Payment of Contractor -- The method of payment should be decided by the project manager in agreement with the Auditor's Office and the consultant prior to the execution of the final contract. Typical methods of payment include:

  -- Periodic payments, every 30 to 60 days, etc., which are not necessairly related to the consultant's performance.

  -- Progress payments are made as the "milestones," defined in the contract, are delivered. This method relates payments to performance and provides the project manager with continuing controls over the quality of work being performed.

  -- One-time payments (and final payments) are usually authorized by the Commissioner in charge following satisfactory completion of the contract provisions.

## Additional Information

The Bureau of Management and Budget, Office of Management Services, has case files on consultant-assisted projects available for review. The files document the techniques recommended in this procedure for project management, preparing RFPs, selecting consultants, payment methods, etc.

1978 NE Glisan St. O'Xing Sec. #747
of E. Ptld. Fwy. (Grading
paving, struc. & illum.)

8 7 4 7

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☆U.S. GOVERNMENT PRINTING OFFICE: 1974 —732 - 620

rll

OSHD (Coulter)

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

11-8-83

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>11/8/83 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>I-205-7(62)310 |
| COMPLETION DATE<br>8/31/79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5/19/82 | TIME ELAPSED<br>144 % | CONTRACT TIME<br>310 days |
| APPROVED EXTENSIONS<br>29 days | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE GLISAN STREET
EAST PORTLAND FREEWAY
Grading, Paving, Structure and Illumination

The contractor was charged 16 days liquidated damages at $200/day.

RECEIVED
STATE HWY ENGR
NOV 29 '83
REFER TO Constr.
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| X | | | | | | |

11/29

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>11/25/83 | TITLE<br>Field Operations Engineer | DATE<br>11/25/83 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8747

June 2, 1982

United States Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

CON 5
#8747

Gentlemen or Ladies:

On May 21, 1982, we wrote to you concerning release of final payment on Contract No. 8747 awarded to MOCON Corporation for work on the N.E. Glisan Street U'Xing Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $1,005 and the total contract amount is $1,072,749.32 including $39,789.33 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: MOCON Corporation
P. O. Box 3258
Salem, OR 97302

bc: C. T. Kassey
Walt Hart
E. L. Hardt

8747

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>N. E. Glisan Street Undercrossing | WEEK ENDING<br>April 24, 1982 |
| | | SECTION PREFIX<br>626-1006 |
| | HIGHWAY<br>E. Portland Frwy., I-205 | COUNTY<br>Multnomah |
| NAME OF JOB<br>N. E. Glisan Street Undercrossing | KIND OF WORK<br>Grading, Paving, Structure, Illumination | |
| CONTRACTOR<br>Mecon Corporation | CONTRACT NUMBER<br>8747 | FEDERAL AID PROJECT NUMBER<br>I-205-7(62)310 |
| DATE OF CONTRACT<br>May 31, 1978 | DATE WORK STARTED<br>June 8, 1978 | ESTIMATED COMPLETION DATE<br>n/a |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 0 SUPERVISION: 0 | SPECIFIED WORK DAYS n/a<br>SPECIFIED CALENDAR DAYS 310 | WORK DAYS USED n/a<br>CALENDAR DAYS USED 445 |
| PROJECT AUTHORIZATION: $ 1,212,695.49 | SPECIFIED COMPLETION DATE n/a | PERCENT OF TIME ELAPSED 144% |
| EXCLUSIVE OF ENGINEERING: $ 1,126,459.37 | ENGINEERING AUTHORIZATION $ 86,236.12 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,070,529.89 | ENGINEERING COST TO DATE $ 116,666.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90% |
| ESTIMATED PERCENT: UNDERRUN 5 % | PERCENT OF AUTHORIZATION 135 % | DATE PROJECT WAS COMPLETED:<br>August 31, 1979 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.29 | 0.23 | | | 0.23 |
| MILES PARTIALLY COMPLETED | 0.29 | 0.23 | | | 0.23 |
| MILES COMPLETED | 0.29 | 0.23 | | | 0.23 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 18,500 CY | 2,800 Tons | | | 3,000 Tons |
| TOTAL QUANTITIES CORRECTED TO DATE | 18,470 CY | 2,840 Tons | | | 2,679 Tons |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 18,470 CY | 2,840 Tons | | | 2,679 Tons |
| AVERAGE DAILY QUANTITIES | - | - | | | - |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | - | - | | | - |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None used.

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 13520 | | | | | | | |
| PERCENT | 100% | | | | | | | |

| | WEATHER | CALENDAR DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | No personnel are going to jobsite, job done, & no weather being kept. | 0 | | Project completed August 31, 1979. |
| MONDAY | | 0 | | |
| TUESDAY | | 0 | | |
| WEDNESDAY | | 0 | | |
| THURSDAY | | 0 | | |
| FRIDAY | | 0 | | |
| SATURDAY | | 0 | | |

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CONSTRUCTION SECTION

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 4-18-82<br>SUNDAY | Mocon Corporation has completed all work required on this project. No work this week. |
| 19<br>MONDAY | No work. |
| 20<br>TUESDAY | No work. |
| 21<br>WEDNESDAY | No work. |
| 22<br>THURSDAY | No work. |
| 23<br>FRIDAY | No work. |
| 4-24-82<br>SATURDAY | No work. |

## REMARKS

STATUS: Mocon Corporation has completed all work required on this project.

State personnel submitted Third Notification, effective 4-8-82 and submitted same with remaining Contractor/Subcontractor payrolls and reports for Semi-Final Estimate on Monday, 4-19-82.

ANTICIPATED: This will be the last Weekly Report submitted for this project.

SIGNED Erle L. Calhoun LOCATION 9250 N. E. Skidmore, Portland, Oregon
Arvey D. Nelsen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

DIVISION FILE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>4-112 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>MULTNOMAH |
| MODIFICATION NUMBER<br>1 | 4/16/81 | Project Number<br>I-205-7(62)310 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 20, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,203,133.00 | $ 1,202,753.00 |
| Federal funds | $ 1,109,528.00 | $ 1,109,177.00 |
| Other revisions | | |

This modification is made for the following reasons: To release 045 funds to cover overrun on Project I-205-7(59).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of April, 1981.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: D.E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 2, 1981

Federal Aid Project
No. I-205-7(62)310

N.E. Glisan St. U'Xing Section
East Portland Freeway
Multnomah County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. GL 2+40 to Sta. GL 5+56.62 &
Sta. GL 8+64.62 to Sta. 11+50)

| | |
|---|---|
| Subtotal of previous estimate of June 9, 1978 | $291,193.75 |
| SUBTOTAL | $291,193.75 |
| Engineering | 36,019.25 |
| TOTAL | $327,213.00 |

Type Code X781
Structure Br. No. 13520 (Sta. "L" 323+37.82)

| | |
|---|---|
| Total the same as previous estimate of June 9, 1978 | $875,540.00 |

Length of project ------- 0.0 miles

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $ 327,213 | $ 301,755 | $ 24,458 |
| Structure | 875,540 | 807,422 | 68,118 |
| TOTAL | $1,202,753 | $1,109,177 | $ 92,576 |

Group 1 100%
Prefix 626-1006
Contract No. 8747

8147

# STATE COPY

8

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-173 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-20-78 | ate<br>Oregon<br>County<br>Multnomah<br>Project No.<br>I-205-7 (62)310 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Glisan St. U'xing Section

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS 92.22%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,203,133.00 | $ 1,109,528.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter
For: H.S. Coulter
Oregon State Highway Engineer
*(Title)*

By ______________________________
______________________________
*(Title)*

By ______________________________
______________________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________________
*(Division Administrator)*
For: G.L. Green

Date executed by Division Administrator JUN 20 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon - June 9, 1978

Federal Aid Project
No. I-205-7(62)310

N.E. GLISAN ST. U' XING SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code 6201
Roadway (Sta. GL 2+40 to Sta. GL 5+56.62
& Sta. GL 8+64.62 to Sta. 11+50)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $100,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 3,000.00 |
| Temporary Signs | 557 sq.ft. | 7.25 | 4,038.25 |
| Temporary Barricades | 20 each | 100.00 | 2,000.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 263 lin.ft. | 5.00 | 1,315.00 |
| Temporary Plastic Safety Markers | 17 each | 70.00 | 1,190.00 |
| Flagmen | 120 hours | 17.50 | 2,100.00 |
| Temporary Reflective Pavement Markers | 350 each | 4.00 | 1,400.00 |
| Clearing and Grubbing | All Required | | 5,000.00 |
| Removal of Structures and Obstructions | All Required | | 4,500.00 |
| General Excavation | 18,500 cu.yd. | 1.50 | 27,750.00 |
| Trench Excavation | 280 cu.yd. | 8.00 | 2,240.00 |
| Watering | 250 M-Gal. | 10.00 | 2,500.00 |
| 1"-0 Aggregate Base | 2,800 tons | 7.00 | 19,600.00 |
| Class "B" Asphalt Concrete | 3,000 tons | 18.00 | 54,000.00 |
| 12 Inch Culvert Pipe | 41 lin.ft. | 16.00 | 656.00 |
| 21 Inch Culvert Pipe | 123 lin.ft. | 17.00 | 2,091.00 |
| 12 Inch Sewer Pipe | 598 lin.ft. | 14.00 | 8,372.00 |
| Concrete Inlets, Type CG-1 | 10 each | 550.00 | 5,500.00 |
| Concrete Inlets, Type CG-1 Modified | 2 each | 550.00 | 1,100.00 |
| Concrete Inlets, Type G-1 Modified | 2 each | 550.00 | 1,100.00 |
| Gravel Sumps | 4 each | 800.00 | 3,200.00 |
| Guardrail, Type 1 | 175 lin.ft. | 9.50 | 1,662.50 |
| Rail End Pieces, Type A | 8 each | 24.00 | 192.00 |
| Type 3-70 Modified Fence | 670 lin.ft. | 4.00 | 2,680.00 |
| 24' x 72" Chain Link Double Gates | 2 each | 550.00 | 1,100.00 |

| | | | |
|---|---|---|---|
| Concrete Walks | 540 sq.yd. | 13.00 | 7,020.00 |
| Concrete Driveways | 20 sq.yd. | 20.00 | 400.00 |
| Concrete Curbs | 30 cu.yd. | 100.00 | 3,000.00 |
| Concrete Asphalt Walks | 270 sq.yd. | 3.50 | 945.00 |
| Drainage Curbs | 1,200 lin.ft. | 2.00 | 2,400.00 |

ILLUMINATION

| | | | |
|---|---|---|---|
| Pole Foundations | All Required | | 2,266.00 |
| Roadway Lighting Poles | All Required | | 6,175.00 |
| Luminaires and Ballasts | All Required | | 1,403.00 |
| Switching, Conduit, Wiring, Lamps, Etc. | All Required | | 7,598.00 |
| | | | $289,493.75 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 700.00 |
| Temporary Erosion Control | All Required | 1,000.00 |
| | | $ 1,700.00 |
| | Subtotal | $291,193.75 |
| | Engineering (12.5%) | 36,399.25 |
| | Total | $327,593.00 |

Type Code X781
Structure Br. No. 13520 (Sta. "L" 323+37.82)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | $ 10,000.00 |
| Structure Excavation | 1,245 cu.yd. | 11.00 | 13,695.00 |
| Structure Excavation Below Elevations Shown | 120 cu.yd. | 2.00 | 240.00 |
| Special Wall Backfill | 820 cu.yd. | 7.00 | 5,740.00 |
| Structural Concrete, Class 3300 | All Required | | 92,900.00 |
| Structural Concrete, Class 5000 | All Required | | 310,145.00 |
| Expansion Joint, Type SA400 | 98 lin.ft. | 70.00 | 6,860.00 |
| Reinforcement | All Required | | 118,900.00 |
| Coated Reinforcement | All Required | | 41,730.00 |
| Prestressing Steel | All Required | | 124,893.00 |
| Reinforced Concrete Bridge End Panels | 350 sq.yd. | 38.00 | 13,300.00 |
| Bearing Devices, Bent 1 | 9 each | 241.00 | 2,169.00 |
| Bearing Devices, Bent 3 | 9 each | 344.00 | 3,096.00 |
| Three Tube Metal Railing | 724 lin.ft. | 41.20 | 29,828.80 |
| 3/4 Inch Electrical Conduit | 40 lin.ft. | 5.42 | 216.80 |
| 1 Inch Electrical Conduit | 300 lin.ft. | 4.37 | 1,311.00 |
| 1-1/2 Inch Electrical Conduit | 770 lin.ft. | 3.16 | 2,433.20 |
| | | | $777,457.80 |

## Anticipated Items

| | | |
|---|---|---|
| On-The-Job Trainees<br>(1 @ $800) | All Required | $ 800.00 |
| | | $ 800.00 |
| | Subtotal | $778,257.80 |
| | Engineering (12.5%) | 97,282.20 |
| | Total | $875,540.00 |

Length of Project: 0.0

## Work Retained in Program Status (not included in amounts below)

| | | |
|---|---|---|
| Temporary Illumination | All Required | $ 6,000.00 |
| Seeding and Mulching | All Required | 500.00 |
| | | $ 6,500.00 |

## Summary of Funds (92.22%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $ 327,593 | $ 302,106 | $25,487 |
| Structure | 875,540 | 807,422 | 68,118 |
| Total | $1,203,133 | $1,109,528 | $93,605 |

Group 1 - 100%
Contract No. 8747
Prefix 626-1006

#8747

L.

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 17 '80
REFER TO
FOR

| [illegible] | [illegible] | R/D | D/R | Sngn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

In Reply Refer to File No.: CON 5 #8747

December 15, 1980

Mocon Corporation
Post Office Box 3258
Salem, OR 97302

Re: Time Extension Request
N.E. Glisan Street U'xing
FAP No. I-205-7(62)310
Contract No. 8747

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 21 calendar days is granted due to weather conditions that were not reasonably predictable during the winter of 1978-79, and a contract time extension of eight calendar days is granted due to the extra work of installing water lines through the structure.

The PVC telephone conduit was placed in the south sidewalk by Pacific Northwest Bell and our records do not indicate a delay due to this installation.

The installation of telephone conduit transitions at the bridge ends was indicated on the contract plans and in the Special Provisions. Our records indicate that the telephone company had this work performed promptly and additional contract time is not warranted for this anticipated minor delay.

The removal and repair of subgrade soft spots was done as incidental work and our records do not indicate a delay to project completion. Likewise, a review of project records does not indicate a delay resulting from the cement shortage or from the claimed late delivery of expansion joint material due to a labor dispute.

In summary, a contract time extension of 29 calendar days is granted due to weather delays and extra work. There remains 106 calendar days of liquidated damages under this contract.

If you wish a further review of this matter, or if you wish to submit additional data, please contact Resident Engineer Nelson.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
Ed Hardt "
Arvey Nelson "
FHWA "
Robert Church

Form 734-3122

**STATE OF OREG** **INTE FFICE MEMO**

**TO:** BRYANT JACKMOND
Contract Administration Engineer

**DATE:** December 9, 1980

**FROM:** Marion Craft
MARION CRAFT
Region 1 Construction Engineer

**SUBJECT:** NE GLISAN ST. U'XING
East Portland Freeway
Contract No. 8747

Keesey RECEIVED Richards
Jackmond Berg
Hopkins DEC 10 1980 Inloes
Williams Widmer
Johnson CONSTRUCTION Gebauer
Glenn BRANCH Church

Attached is a time extension request from the contractor for 120 days on the time extension form, although his 8 individual itemized requests total 113 days. Arvey Nelson has analyzed each of the 8 items and recommends a 29 day time extension.

| | Reason | Contractor's Request | Nelson's Recommendation |
|---|---|---|---|
| 1. | Cold weather 10-20-78 through 12-22-78 | 30 | 0 |
| 2. | Cold weather 12-23-78 through 2-4-79 | 44 | 21 |
| 3. | P.N.B. Conduit through str. sidewalk | 4 | 0 |
| 4. | P.N.B. Conduit through approach ends | 7 | 0 |
| 5. | Repair softsubgrade | 4 | 0 |
| 6. | Cement shortages 10-2-78 through 10-16-78 | 10 | 0 |
| 7. | Hazelwood Water Pipeline through structure | 8 | 8 |
| 8. | Truck strike delay in expansion joint delivery | 6 | 0 |
| | TOTAL | 113 | 29 |

Arvey has commented at length on each of the 8 items listed by the contractor, and his logic and reasoning, coupled with his feel for the job during its progress, seems reasonable to me. I concur in his recommendation of 29 days for the two reasons listed.

The contractor was working, or trying to work, on critical path type work during the cold weather in December, 1978, and January and February, 1979, so the cold weather did slow him down. Attached for your reference is an analysis of cold weather impacts on a structure nearby during the same time frame.

12-15-80

CTK:
I concur with Resident and Region. Weather delays should be granted in accord with my attached 3-27-80 memo.

MC/gw
Attachment
cc: Arvey Nelson

Contains Recycled Materials
1-125-1987

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon, 97220
November 26, 1980

RECEIVED
DEC - 1 1980
REGION I

FILE: CON 5
8747

FROM: Arvey D. Nelson
Resident Engineer

TO: Marion Craft
Region I Construction Engineer

SUBJECT: Time Extension Request
N.E. Glisan St. Undercrossing
E. Portland Freeway, I-205
Contract 8747, Prefix 626-1006

Submitted for your consideration is a time extension request received from the Mocon Corporation asking additional days be granted the subject Glisan St. contract due to: (1) abnormally cold Winter weather, (2) delays caused by utility relocations within the contract work area, (3) shortages of cement, and (4) labor strikes.

Bids were received May 25, 1978, for the above contract with 310 Calendar Days allowed to complete the project. The Calendar Day count began June 13, 1978, and expired on April 18, 1979. The contractor began work June 7, 1978, and worked through to August 31, 1979, before, basically, completing the contract work. With the Calendar Day count continuing on through to August 31, 1979, Liquidated Damages of $200.00 per day for 135 Calendar Days ($27,000.00) have been assessed this contract.

Upon receipt of the contractor's brief initial time extension request of November 29, 1979, asking that an additional 120 days be allowed, we advised the contractor we would appreciate receiving an itemized accounting of the individual days which made up the 120 day request total. The subsequent breakdown of individual delays totalling 113 days was received January 22, 1980.

At the time the summary of individual delays was received, there remained several items of pickup type work to be completed which carried back to the August 31 date the contract Calendar Day count was stopped. Since January of 1980 we have established a principle that, if the contractor had other pressing work which was more important than completing the pickup work at Glisan, we then also had other work of higher priority than that of processing the Glisan St. contract time extension request. The final items of corrective work were completed by the contractor the final week of October 1980.

With the contractor's breakdown of specific contract delays, eight individual time extension "requests" are noted:

| | | | |
|---|---|---|---|
| 1. | Cold Weather | 10-20-78 through 12-22-78 | 30 days |
| 2. | Cold Weather | 12-23-78 through 2- 4-79 | 44 days |
| 3. | Pacific NW Bell | Place Conduit through structure sidewalk | 4 days |
| 4. | Pacific NW Bell | Place conduit at Bridge Approach ends | 7 days |
| 5. | Detour Subgrade | Repair soft areas in subgrade | 4 days |
| 6. | Cement Shortages | 10- 2-78 through 10-16-78 | 10 days |
| 7. | Hazelwood Waterline | Extra Work, place pipe through structure | 8 days |
| 8. | Wildcat Truck Strike | Delay expansion joint delivery | 6 days |

I will comment and make recommendation regarding additional time for each of the eight individual requests.

1. Cold Weather, October 20, 1978 through December 22, 1978:
The contractor states cold weather during this period reduced the normal efficiency of the placement of reinforcing steel.

During this two month time period the forming of exterior stem walls and the placing of bottom slab and stem reinforcement was the major item of work performed. The contractor's average size work force was five (5) carpenters for the first month. For the second month, the five-man carpenter crew continued, plus an added five-man ironworker crew.

It should be noted that forming work was not completed to allow for the placing of rebar until late in November. The bottom slab and stem reinforcing steel was delivered to the jobsite on Friday, November 17, and Tuesday, November 21, 1978. The placing of rebar began the following week on November 28. Our records show ironworkers worked on each of the subsequent workdays on through to Friday, December 22. The only work time loss we have noted was on December 4, when rain limited the rebar placement to 2 hours in the A.M.

Our records indicate that the stem forming work and the rebar placement progressed seemingly quite satisfactorily, without noted delay, and provided for the placing of concrete at the span 2 bottom slab on December 13, 1978. This pour date was scheduled on the contractor's previous week work schedule which should indicate that the early December work was performed as anticipated. Following the initial bottom slab concrete pour, we have recorded that the forming work and the placing of rebar continued on to the December 22 Christmas holiday without significant delay.

During the period of October 20, 1978, through December 22, 1978, the actual work time loss due to cold weather was limited to the three days of November 20, 21, and 22, 1978, (the Monday - Wednesday prior to Thanksgiving) due to snow. A fourth day, December 4, was lost, however, the no-work on this day was due to 3/4" of rain, not the cold weather.

It should be noted, although the average temperature during this period was below normal, for each day the maximum temperature during the day rose to above freezing. It should also be noted that the rainfall received for the months of October, November, and December 1978 was 0.36", 3.83", and 2.51" respectively for a total of 6.70". The average rainfall for that same period is 3.59", 5.61", and 6.04" for an average total of 15.24 inches. I would suggest the daily work conditions experienced by receiving only 44 percent of the normal rainfall would more than compensate for the disadvantage of the cold weather work.

I strongly recommend no additional time be granted due to cold weather for the period of October 20, through December 22, 1978, as we feel delays did not exist. Contrary to delay, we feel the contractor hadthe opportunity to increase the crew size during this period and actually accelerate production, but failed to do so.

2. Cold Weather, December 23, 1978, through February 4, 1979:
The contractor states cold weather during this period delayed concrete pours.

We are in agreement with the contractor in that during the six week period from December 26, 1978, through February 2, 1979, cold weather, wind, ice, and snow did severely restrict job progress.

The first stem concrete pour formed up and ready to pour on December 27, 1978, was cancelled because of cold weather and not poured until a month later on January 25, 1979. The span 1 bottom slab and subsequent stem pours anticipated to be placed in January 1979 were delayed by weather and not poured until weather moderated in February 1979.

Following is a weekly summary of weather and work performed during this period:

| WEEK | WEATHER | WORK PERFORMED |
|---|---|---|
| 12/26 - 12/30/78 | Clear, Cold with snow showers | Limited form work. Cancelled stem pour. Continued rebar work. |
| 1/ 1 - 1/ 5/79 | Cold and windy | Limited rebar work only. |
| 1/ 8 - 1/12/79 | Cold and windy, freezing rain & ice | No work due to icy conditions. |
| 1/15 - 1/19/79 | Cold with ice | No work due to icy conditinns. |
| 1/22 - 1/26/79 | Cold but improving | Pour & protect first stem pour, limited rebar work only. |
| 1/29 - 2/ 2/79 | Cold and windy | Protect & cure stem pour only. |

Possibly the six week period of limited work the contractor experienced due to weather would, as he states, not be reasonably predictable. However, when performing Winter bridge construction work, I would believe that a contractor should normally anticipate a period of work time loss because of the weather; weather being a most critical item with the exposed stem and bottom slab type of super structure construction being performed.

I do not have a firm feeling for what time loss might reasonably be expected when constructing a poured in place box girder during Winter months. To say that normally an anticipated 3 week delay in Winter construction due to the weather is reasonable and prudent would then allow for the contractor experiencing a like 3 weeks of reasonably unpredictable weather.

Hopeful the above logic is correct, I recommend a 21 day time extension be granted due to severe cold weather and ice for the period of December 26, 1978, through February 2, 1979.

Note: see my memo of 3-27-80
for justification of 21 calendar days
of reasonably "unpredictable" weather
during winter of 1978-79.
D. B.

3. Pacific Northwest Bell Telephone, Place PVC conduits through structure sidewalk:
The contractor requests additional time due to delays related to conduit placement in structure sidewalk areas.

The telephone conduit was installed as detailed by both the bridge plans and the special provisions for this contract. The work was discussed at the preconstruction conference. The conduit was installed by Pacific Northwest Bell and not as extra work by the contractor.

The following work summary does not indicate a job delay by telephone conduit:

| | | |
|---|---|---|
| 4/18/79 | Wednesday | Contractor completes deck pour. Pacific Northwest Bell delivered conduit to jobstie. |
| 4/19/79 | Thursday | State personnel shot face of curb line. Contractor set face of curb form and placed handrail post anchor bolts. Pacific NW Bell installing conduit. |
| 4/20/79 | Friday | Ironworkers place top mat of curb reinforcing steel. State personnel grade overhang. Contractor completes miscellaneous forming. |
| 4/23/79 | Monday | Contractor pours sidewalk. |

We recommend no time be allowed due to Pacific Northwest Bell conduit being placed through structure sidewalk areas as delay did not occur.

4. Pacific Northwest Bell Telephone, Install PVC conduit transitions at bridge ends:
The contractor requests additional time due to delays related to extending the telephone conduit transition from the structure sidewalk area to the subgrade at bridge ends.

Again the telephone conduit is shown on the plans and is mentioned in the special provisions and was further discussed during the preconstruction conference.

To extend the conduit beyond the structure required that the contractor complete grading work at the bridge ends. As the grading work was completed, Pacific NW Bell promptly had a utility contractor and material on the job to extend the conduit. The utility contractor worked three days (July 3, 5, and 6, 1979) extending the telephone conduit beyond the construction area without delay to the contractor. I would consider the inconvenience the conduit presented the contractor in placing joint mastics, reinforcing steel, etc. a part of the contract work.

No additional time is recommended for conduit transition at bridge ends as we feel delays did not occur.

5. Detour subgrade soft spots:
The contractor states the removal of subgrade soft spots delayed work.

Our records indicate that subgrade soft spots developed during the placing and processing of the base rock. The soft spots were removed and slugged with base rock. This removal work appears to be insignificant and is inherent when performing road work over marginal subgrade conditions.

Listed below is a summary of work performed; it does not indicate delay:

| | | |
|---|---|---|
| 6/19/78 | Monday | Contractor excavating and fine grading detour. |
| 6/20/78 | | Cascade Const. placing and compacting base rock (1408 Tons). State personnel red topped base rock. Mocon removed soft spots in subgrade after hours. |
| 6/21/78 | | Cascade placed 400 Tons base rock. Bladed and processed rock. |
| 6/22/78 | | Cascade completed placing base rock (148 Tons) in A.M. and began paving "B" mix at 11:00 A.M. (392 Tons). |
| 6/23/78 | Friday | Cascade completes paving detour at 2 P.M. (342 Tons). |
| 6/26/78 | Monday | Fine grade detour sidewalk area. |
| 6/27/78 | | Fine grade sidewalk and start A.C. paving of same. Place detour signing. |
| 6/28/78 | Wednesday | Complete sidewalk A.C. paving in A.M., complete signing, place lighted guardrail, State crew stripe detour, and detour opened to traffic in P.M. |

I recommend no time be allowed due to subgrade soft spots removal work.

6. Cement Shortage, October 2, 1978 through October 16, 1978:
The contractor states delays were experienced obtaining falsework "rat slab" concrete.

Contrary to contractor's statement, no delays were experienced due to concrete deliveries. The following summary of contract work is noted to substantiate no delay:

| | |
|---|---|
| 10/ 2/78 Monday | Contractor began backfilling Bent 2 footing and column. Column poured 9/19/78 (13 days previous) and this is the first day the State would permit backfill around footing and column. |
| 10/3-5/78 | Continue backfill at Bent 2 footing area. |
| 10/6 /78 | Rough grade bottom slab grade in spans 1 & 2. State crew blue topping span 2. |
| 10/ 9/78 | Fine grade span 2 bottom slab. |
| 10/10/78 | Continue fine grade span 2. State crew blue top span 1. |
| 10/11/78 | Contractor fine grading spans 1 & 2. State crew reset blue tops in span 2. |

6. (Continued):

| | | |
|---|---|---|
| 10/12/78 | | Continue fine grading spans 1 & 2 for rat slab pour. |
| 10/13/78 | Friday | Fine grade span 1. Set screeds for Monday's rat slab pour in span 2. |
| 10/16/78 | Monday | Pour first section of rat slab in span 2. |
| 10/17/78 | | Pour second section of rat slab in span 2. Start setting screeds for span 1 rat slab pour. |
| 10/18/78 | | Complete span 1 rat slab screed setting. |
| 10/19/78 | | Pour first section of span 1 rat slab. |
| 10/20/78 | | Pour second section of span 1 rat slab. Falsework concrete (rat slab) completed. |

I strongly recommend no time be granted due to cement shortage as concrete deliveries did not delay contract work.

7. Place Hazelwood waterline through structure:

Extra Work Orders were written to place both the 8-inch Hazelwood Water District line and the 16-inch City of Portland Water Bureau line through the new Glisan Street structure.

There was significant extra work performed on these waterline installations on twenty (20) work days. The total waterline extra work labor cost was $12,350±. This would equal approximately 65 man days or 8 workdays for an 8-man crew.

I recommend the 8 additional days requested for waterline extra work be granted.

8. Local Trucker Strike:

The contractor states a local trucker strike delayed the Bent 1 expansion joint delivery and likewise delayed the pouring of the Bent 1 bridge half of the poured in place armored corner.

The contractor states the Bent 1 expansion joint was delivered to the jobsite June 14, 1979.

The post-tension grouting was completed June 13, 1979.

Contrary to data presented by the contractor, our records indicate the Bent 1 post-tensioning blockouts and the bridge half of the expansion joint were also poured on June 13, 1979.

In that grouting must be completed before pouring back the post-tensioning blockouts, no delay was experienced by the contractor related to a late delivery of the Bent 1 expansion joint.

No additional time is recommended related to trucker strike Bent 1 expansion joint delivery.

In summary, I recommend (1) 21 Calendar Days be granted due to cold, icy weather in January 1979, and (2) 8 Calendar Days be granted due to extra work installing utility water lines through the new structure for a total recommended time extension of 29 Calendar Days.

ADN: arc

Encls.

## Analysis of P.I. Airport Weather Data
## November, 1978 thru February, 1979
## Compared with Prior 10-year Period

3-27-80

### A. November, 1978:

1. Average Daily Temperature:

   The average daily temperature exceeded 40° F on 14 days which was fewer than any year in the prior 10-year period. The prior fewest number of +40° F days during the prior 10-year period was 21 in November, 1977. This is a difference of 7 days. Likewise, the average daily temperature in November, 1978 was below 35° F on 12 days, the greatest number of days of any year in the prior 10-year period. In November, 1977, there were 5 days when the average daily temperature was below 35° F - again a difference of 7 days. From this analysis, it would appear that average daily temperatures in November, 1978 were "reasonably unpredictable" for 7 days. It would appear from the daily weather records that these 7 days would be contained within the time period of November 19 through November 27, 1978.

2. General Weather Data:

   When compared with the prior 10-years, it appears the November, 1978 was reasonably predictable in respect to precipitation, snow, ice and maximum daily temperature. The number of days of 32° F and lower minimum appears high when compared with the prior 10-years. In November, 1978, there were 19 days when the minimum temperature was 32° F or below. In November, 1977, there were 11 days when the minimum temperature was 32° F and below. This would indicate that in November, 1978, there were 8 days when the daily minimum temperature was "reasonably unpredictable".

3. Summary:

   November, 1978, was relatively cold when compared with the prior 10-year period. It appears, from No. 1 and No. 2 above, that 7 days during the time period from November 19 through November 27, 1978 could be considered in granting additional contract time providing that contract work was actually delayed.

### B. December, 1978:

1. Average Daily Temperature:

   The average daily temperature in December, 1978, exceeded 40° F on 9 days, which was 7 days fewer than in any year in the prior 10-year time period. In December, 1978, there were 13 days when average daily temperature was below 35° F. This was duplicated in December, 1972 and does not appear unusual.

2. General Weather Data:

   There were 20 days in December, 1978 when the minimum daily temperature was 32° F and lower. This appears unusual since the previous greatest number of 32° F and lower minimum temperature days during the prior 10-year period was 14 days in December, 1972; a difference of 6 days. No other general weather conditions appear unusual for December, 1978.

3. Summary:

December, 1[illegible]8 was slightly cooler compared [illegible]th the prior 10-years. From #1 and #2 above, it appears that freezing, [illegible] near freezing, temperatures during December, 1978 could be considered unusual to the extent of 6 or 7 days compared with the prior 10 years. A review of the weather data indicates that these days probably fall in the time period from December 25 through December 31, 1978. These days could be considered for an extension of contract time provided that the work was actually prevented by cold weather.

C. January, 1979:

1. Average Daily Temperature:

The average daily temperature did not exceed 40° F on any day in January, 1979. This is slightly unusual. During January, 1969, the average daily temperature exceeded 40° F on 2 days - the fewest days in the prior 10 years.

The average daily temperature was below 35° F for 22 days during January, 1979. This appears to be unusual to the extent of 6 days, since the closest year was 1969 with 16 days of below 35° F average daily temperature.

2. General Weather Data:

Two items appear unusual. The number of days of ice or glaze during January, 1979, was 9. The next highest was 3 days of ice or glaze, which happened several times during the prior 10 year period. It therefore appears that 6 of the days of ice or glaze would be considered unusual.

There were 29 days during January, 1979, of 32° F and lower minimum temperature. The next highest during the prior 10 year period was 22 in January, 1977. It then appears that 7 of these 32° F and below days would qualify as unusual.

3. Summary:

As shown above, January, 1979, did contain some weather which could be considered to be unusual. Six or seven days of cold weather and six days of ice or glaze appear to be the number of unusual days compared with the prior 10 year period. A review of the daily weather records indicates that these days fall in the time period from January 8, 1979 through January 15, 1979. Six or seven days of unusual weather during January, 1978 could be considered in granting contract time extensions provided that the contract work was actually delayed due to cold weather and/or ice conditions.

D. February, 1979:

1. Average Daily Temperature:

Two days of unusual cold average daily temperature occurred in February, 1978. On these two days, February 1 and 2, the average daily temperature was below 27° F. At no time during the past 10 years did the daily average temperature fail to exceed 27° F.

2. General Weather Data:

On February 1, 1979, the maximum temperature was 32°. This was the only such occurrence during the past 10 years. All other February, 1979, general weather data appears to be reasonably usual.

3. Summary:

Two days, February 1 and 2, 1979 - appear to be unusual due to cold weather and these days could be considered in granting time extensions if the work was in fact delayed by cold weather.

O. B. Jackmond

3-27-80

#-7717

9

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

May 7, 1979

In Reply Refer to
File No.:

NOTE
E. S. HUN

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Order for Extra Work No. 2
Installation of 16-inch Water Main
Bureau of Water Works, City of Portland
N.E. Glisan Street Undercrossing
East Portland Freeway
Multnomah County
Project No. I-205-7(62)310

Gentlemen:

Here is a copy of Order for Extra Work No. 2 dated March 13, 1979, which covers the installation of a new 16-inch water main on the N.E. Glisan Street Undercrossing structure. This is not part of a relocation to accommodate highway construction. This work will be at the expense of the Bureau of Water Works, City of Portland. The Bureau has previously agreed to reimburse the State for the installation costs.

An appropriate permit for the utility's proposed relocation will be issued.

This work was provided for in the Contract Special Provisions (Page 52), but funds were not included in the Project Authorization. Your approval of Order for Extra Work No. 2 and authorization to proceed with the work as of March 13, 1979, under the provisions of PPM 30-4.1 is requested. There will be no cost to the State.

Yours truly,

D. E. Swan

D. E. Swan
Federal-Aid Engineer

DES/JMC/seb
Enc.
cc: E. S. Hunter
Jack M. Cartwright

RECEIVED
TECHNICAL SERVICES
MAY 8 '79
REFER TO
FOR

Form 734-3122

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

8

ROW 18-4

RECEIVED TECHNICAL SERVICES
MAY 8 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

May 7, 1979

In Reply Refer to File No.:

NOTED
E. S. HUN

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., N.E., Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Order For Extra Work No. 1
Installation of 8-inch Water Main
Hazelwood Water District
N.E. Glisan Street Undercrossing
East Portland Freeway
Multnomah County
Project No. I-205-7(62)310

Gentlemen:

Here is a copy of Order for Extra Work No. 1 dated March 9, 1979, which covers the installation of an 8-inch water main on the N.E. Glisan Street Undercrossing structure. The installation of this water main is a part of the relocation of Hazelwood Water District's facilities required to accommodate I-205 construction. The relocation of the District's facilities is reimbursable, therefore, this work will be at State's expense.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated February 14, 1978, was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

This work was provided for in the Contract Special Provisions (Page 52), but no funds were included in the Project Authorization. Your approval of Order for Extra Work No. 1 and authorization to proceed with the work as of March 9, 1979, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $26,000.00.

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES/JMC/seb
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright

Form 734-3122

8727

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—625-985

STATE COPY 8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) 2-14-79

cst

# INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Multnomah | DIVISION<br>Oregon |

IN COMPANY WITH
Marion Craft, Reg.Constr. Engr, OSHD; Jerry Street, Res. Engr., OSHD.

| | | |
|---|---|---|
| DATE OF INSPECTION<br>2-14-79 | INSPECTION MADE BY<br>Vincent Tabor, Asst Area Engr | PROJECT NO.<br>I-205-7(62)310 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK* | PROGRESS OF WORK<br>See below | TIME ELAPSED<br>70 % | WORK COMPLETED<br>48 % |

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO Casey
FOR
File
Ans
Sign
O R
R/D
Inves
Info

N.E. GLISAN ST. U'XING
East Portland Freeway

This was a minor contact type inspection accomplished while in the project area.

Work in Progress

Contractor's personnel were setting forms for the outside four stems at the northeast end of the structure.

Comments

The Resident Engineer informed me that the contractor may have difficulty in completing the work within the 310 calendar day count. He also stated that a time extension request will ultimately be submitted for time lost during this years adverse winter weather conditions.

I noted that the interior box beam surface from a previous pour exhibited a rough texture compared to an adjacent panel. The Resident explained that the mortar had been washed by a sudden downpour following concrete placement. It appeared that only the surface smoothness was affected.

Materials certifications for epoxy coated rebar are being received with each shipment. This rebar is being stored in the same manner as uncoated steel--on blocks above the wet ground.

I expressed concern over the possibility of inadequate concrete cover around the bundles of stressing tubes in the stems and was informed that special attention is being paid to this detail in light of problems experienced at the Burnside U'xing structure.

As explained in R. W. Pillsbury's earlier report, progress is fairly slow because of the need to reuse forms.

8747 7-26-78

8

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(62)310

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 5-3-78

DATE AUTHORIZATION EFFECTIVE 7-7-78

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

N.E. Glisan St. U'Xing

GENERAL DESCRIPTION OF WORK:

Install, maintain and remove temporary illumination for detour.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 7-7-78, as requested in Mr. Keasey's letter of 7-11-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $1,871 Federal Funds $1.727.

NOTED
F. B. KLABOE

DATE 7-26-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

47

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1978

[illegible] Corporation
425 Rural Avenue
Salem, OR 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8747 for work on the N.E. Glisan Street Undercrossing Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

44a

Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Norman Oliva
L. E. George

8747

8

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Norman Oliva
L. E. George
SAIF
Fran

June 1, 1978

MOCON Corporation
425 Rural Avenue
Salem, OR 97302

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for work on the N.E. Glisan Street Undercrossing Section of the East Portland Freeway in Multnomah County for the sum of $1,066,951.55 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer on May 31, 1978, awarded you the project, which has been assigned Contract No. 8747.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 13, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Seattle
Daily Journal of Commerce, Seattle & Portland

8747

9

Salem, Oregon
May 8, 1978

Footpaths and Bicycle Trails
May 25, 1978 Bid Letting

H.S. Coulter
State Highway Engineer

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 25 on the following projects:

1. Milwaukie-Gladstone
   SE River Road, Clackamas County
   Grading and Paving

   Class II and Class III bikeways incorporated in this project.

2. Molalla River State Park, Clackamas County
   Grading, Paving and Toilet Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Coos Bay and North Bend Pavement Marking, Coos County
   Pavement Marking

   Same as No. 2.

4. Dayville Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Same as No. 2.

5. Ashland Pavement Marking, Jackson County
   Pavement Marking

   Same as No. 2.

6. Wolf Creek Tavern State Wayside, Josephine County
   Grading, Paving and Sewage

   Same as No. 2.

7. Pacific Highway West at Barger Avenue (Eugene)
   Pacific Highway West, Lane County
   Traffic Signals

   Same as No. 2.

8. Church Street-Mill Street (Silverton)
   Cascade Highway, Marion County
   Grading and Paving

   Three-foot shoulders and sidewalk being provided. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Heppner Rock Production
   Wasco-Heppner Highway, Morrow County
   Aggregate Production

   Same as No. 2.

10. SW Barbur Boulevard at SW Miles Street, W Burnside Street at NW 23rd Avenue, and SW 1st Avenue at SW Arthur Street
    Portland City Streets, Multnomah County
    Traffic Signals

    Same as No. 2.

11. NE Glisan Street Undercrossing
    East Portland Freeway, Multnomah County
    Structures

    Eight-foot sidewalk bikeways to be included in this project.

12. Ross Island Bridge-SE 52nd Avenue
    Mt. Hood Highway, Multnomah County
    Building Alteration and Repair

    Same as No. 2.

13. Echo-Rieth, Umatilla County
    Guardrail Installation

    Same as No. 2.

14. Imnaha River (Freezeout) Creek Bridge, Wallowa County
    Structure

    Four-foot shoulders, 20-foot travelway.
    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

15. SW Allen Boulevard at Lombard Street (Beaverton)
    Washington County
    Traffic Signals

    Same as No. 2.

16. Pacific Highway West-SW 3rd Street (Sherwood)
    Washington County
    Grading and Paving

    An 8-foot sidewalk bikeway will be incorporated in this project.

DNS:jp

cc Robert Burco
   F.B. Klaboe
   E.S. Hunter
   D.G. Talbot
   L.E. George
   F.E. Terpin
   George Bell
   Don Harwell

8747

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

5-3-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(62)310

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
~~G~~. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80182

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| 5-3-78 | 5-3-78 | Interstate 205 | Primary 64 |

GENERAL LOCATION:

N.E. Glisan St. U'xing Section

GENERAL DESCRIPTION OF WORK:

Paving, structures and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

| | |
|---|---|
| Permanent pavement striping (SF) | $700 |
| Temp. erosion control | $1000 |
| On-the-job training | $800 |

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,443,845 Federal Funds $1,331,802.

A signed copy of the Title Sheet is returned herewith.

Swan
w/enc
5-31

NOTED
F. B. KLABOE

DATE 5-3-78

SIGNATURE OF APPROVING OFFICIAL G.K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8747.

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center St.- Salem, OR 97301

DATE: January 31, 1978

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project I-205-7(-)
N.E. Glisan St. U'xing #13520

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Revised preliminary plans submitted with Mr. Wallace's December 1, 1977, letter are approved.

G. L. Green

cc:
W. Hart (Br. Design)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

FEB 2'78

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

COPY SENT

FEB 1 1978

STATE

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 1, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

N. E. Glisan Street Uxing
East Portland Freeway I-205
Multnomah County
Oregon Project I-205-7(2)
Your file 10-35.6
Bridge No. 13520

Enclosed are two prints each of drawings 31875, 31692 and 31693 which are the preliminary plan and elevation, vicinity map, and typical sections for the subject structure. Also enclosed are two copies of the foundation recommendation.

The roadway width, sidewalk widths, and alignment are in accordance with the requirements established for this project. The length was established to span the freeway section underneath. The elevation was established to provide a minimum of 17 foot vertical clearance over the freeway. An at grade detour will be constructed.

The proposed two span post-tensioned box girder is the same type of structure approved by your office October 20, 1972. The current estimate for this structure, based on approximate quantities and including an allowance for engineering and contingencies, is $1,176,600.

This is being sent as a revised preliminary submitted for your approval.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Design Engineer
Structural Design Section

Enclosure

RECEIVED
TECHNICAL SERVICES
DEC 2'77
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

cc: E. S. Hunter
D. H. Moehring

JMT:dls

8747 1-205-44

STATE OF OREGON INTEROFFICE MEMO

TO: Memo to the File

DATE: December 1, 1977

FROM: John M. Tindall
Supervising Structural Design Engineer

SUBJECT: N.E.Glisan St. Uxing
Bridge 13520
East Portland Freeway, I-205
Multnomah County

The Glisan Street Uxing is being designed with a two to one slope adjacent to the N.W.Line. Adrian Olson and Ken Limbocker are in agreement with this.

JMT:dh

cc Adrian Olson
Ken Limbocker
Lyle Watson

In transition area of 3:1 to walls, etc - slope is outside of an exit ramp. Done to improve span balance.

1 Versteeg
Christensen
George
2 Olsen
Turpin
Sullivan
Scott
Savage

RECEIVED
DEC 01 1977
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up / /
Action

8747

RECEIVED
1972

FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

9

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

EP7 Hubbell

DATE: October 20, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

cy Bridge 10-25-72

SUBJECT: Oregon Project I-205-7(2)-
N. E. Morris St.-S. E. Salmon Section
N. E. Glisan St. U'xing - #13520

619-5

| RECEIVED<br>STATE HWY ENGR |
|---|
| OCT 24 '72 |
| REFER TO |
| FOR |

Mr. Johnson's October 4, 1972 letter transmitted additional data for this project. In view of the urban location, a city street with utilities and the adjacent interchange requiring diverging roadways, we approve the two-span post-tensioned box girder layout. However, if this project had not had all of these extenuating circumstances we would have recommended a four-span layout with bulb-tee drop-in girders.

10-24-72
REFERRED TO
al

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 - 1972

FOR FILE

EP7

October 4, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

619

Dear Sir:

Glisan Street Undercrossing
N. E. Morris Street-S. E. Salmon Street Section
East Portland Freeway
Multnomah County
Bridge No. 13520

Enclosed are two prints of Drawing No. 28483, which is the preliminary plan and elevation showing the corrected structure lane layout. This layout is consistent with the vicinity map and complies with Multnomah County's request for a 66-foot roadway.

A preliminary plan and elevation for a slope-legged, four-span concrete structure is enclosed. As stated in our previous letter, we do not feel that the four-span structure is as appropriate for this particular location as the recommended two-span structure. The openness of the two-span structure is the most suitable layout for an entrance to the South Banfield Interchange area immediately to the north.

Also enclosed are copies of the Foundation Recommendation, including Foundation Data Drawing No. 28532. This is being sent in answer to your letter of September 14, with a request for approval of the previously submitted structure layout.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young (enc.)

JEB:dh/ag ja

Enc.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 21, 1972

In reply refer 10-35.6

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

Bridge Section
& draft reply

SUBJECT: Oregon I-205-7(2)-
N. E. Morris-S. E. Salmon Section
N. E. Glisan St. U'xing - #13520

Mr. Wallace's September 14 memorandum transmitted the preliminary plan data for this structure. We have several questions on this submission.

The approved interchange layout shows a 68' x 370' structure with two 7' sidewalks. The drawing indicates a left turn refuge on the structure. The vicinity map with your submission shows a 66' roadway with 4-11' lanes, a 14' median, 4' offsets and 8' sidewalks. The bridge plan and elevation shows a 66' roadway with 4-12' lanes, 9' shoulders and 8' sidewalks. We will approve a structure with 8' walks, which are now standard. We don't understand why your various submissions don't agree, but the bridge width should match the city streets as closely as possible. The lanes, offsets and median should conform to your standards for this class of road. Would you clarify the roadway section?

The transmittal memorandum states the proposed concrete structure will cost $873,000. You refer in your memorandum to an estimate for a slope-legged four span concrete structure of $834,000. We feel that such a structure would be suitable for this site and would like to see a layout of it.

Final preliminary plan approval cannot be given until we receive the foundation data.

9-26-72

RECEIVED
STATE HWY ENGR
SEP 25 '72
REFER TO
FOR

| Info | Invgs | R/D | D/R | Sign | Act | File |
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NOTED
E. L. WALLACE

NOTED
W. J. HART

RECEIVED
SEP 27 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8747

RECEIVED
SEP 19 1972
FOR FILING

9

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

EP7

DATE September 14, 1972

TO
Glen L. Green, Act. Div. Engr.
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT
Glisan Street Undercrossing
N.E. Morris St.-S.E. Salmon St. Section
East Portland Freeway
Multnomah County, Bridge 13520

Enclosed are two prints each of drawings 28483 and 28353 which are the preliminary plan and elevation and vicinity map for the Glisan Street structure. The foundation recommendations will be forwarded when they become available.

This structure carries four lanes of Glisan Street traffic with walks each side over ten lanes and one ramp of the East Portland Freeway. A two-span post-tensioned concrete box girder provides the clear opening required for the freeway with open slopes for safety and vision. This is important as the freeway enters the South Banfield Interchange to the north.

The sloped sides and closed bottom soffit provide aesthetically pleasing, thin appearance. Alternate structures were considered; a four-span constant depth box girder with sloped legs with an estimated cost of $834,000 and a two-span steel plate girder with an estimated cost of $875,000. An at-grade detour will be constructed.

Preliminary foundation information indicates the use of steel pile support for the end abutments and sloped legs of the alternate structure with a spread footing for the center bent.

The estimated cost based on approximate quantities and including an allowance for engineering and contingencies is $873,000. This is a preliminary submittal for your approval.

JEB:dh
Enclosure

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
SEP 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

8748 Ross Island Br-SE 52d Ave 197
(Cleveland HS & Parry Center) Sec
of Mt Hood Hwy in Ptld. (Soundproof)

8748

L.

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-4-80

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| DATE OF REPORT<br>8-4-80 | REPORT MADE BY<br>C. T. Christianson, Area Engineer | | PROJECT NO.<br>IX-24(12) and<br>IX-24(13 |
| COMPLETION DATE<br>12-31-78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5-21-79 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>SCD 12-31-78 |
| APPROVED EXTENSIONS<br>None | LOCATION<br>Parry Center and Cleveland School on Powell Blvd., Portland | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROSS ISLAND BRIDGE-52nd AVENUE
POWELL BOULEVARD
Soundproofing

This project was completed at a final total cost of $91,315, representing a 2.3 percent underrun.

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-14
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE CTChristianson<br>C. T. Christianson | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>8-5-80 | TITLE<br>Field Operations Engineer | DATE<br>8-12-80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8748

8

May 23, 1979

U. S. Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Gentlemen:

Contract No. 8748 awarded to MOCON Corporation for soundproofing of the Ross Island Bridge-S.E. 52nd Avenue (Cleveland High School and Parry Center) Section of the Mt. Hood Highway in Multnomah County was completed on December 31, 1978, and accepted by the State Highway Engineer on May 21, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 29, 1979.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: MOCON Corporation
425 Rural Avenue
Salem, OR 97302

bc: C. T. Kersey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8748

Ptld City

~~ROSS ISLAND BRIDGE - S.E. 52nd AVENUE~~

CLEVELAND HIGH SCHOOL & PARRY CENTER

SOUNDPROOFING

MULTNOMAH COUNTY

CONTRACT NO. 8748 PREFIX NO. 26-1002

NARRATIVE REPORT APRIL 24, 1979

This project involved work at two buildings located along Powell Blvd. between 26th and 39th Avenues. The work consisted of soundproofing Cleveland High School and improving the ventilation system at the Parry Center for Children. These items of work were made necessary by the reconstruction of Powell Blvd. with transfer money from the abandoned Mt. Hood Freeway. It was thought that noise from heavy construction and increased traffic volumes in the future would have a detrimental affect upon these institutions. The EIS for the reconstruction of Powell Blvd. recognized this problem and made provisions for soundproofing the subject two buildings.

The work at Cleveland High School amounted to double glazing all second floor windows facing Powell Blvd. and 26th Avenue. This additional inside window would prevent teachers and students from opening the outside window and would create an air space between both glazings which would help muffle outside noise. In addition, the outside air ventilator units in each room would be modified with sound absorbing materials to muffle noise entering outside air intake units.

The work at the Parry Center for Children amounted to making major improvements to the air ventilating system in the main office near Powell Blvd.. The system would circulate sufficient air to each room so that the opening of windows facing Powell Blvd. could be avoided during the hot summer months. The was accomplished by lowering the ceilings in the First and Second Floor Hallways to hide supply and exhaust air ducts which went to all rooms facing Powell Blvd.. A large mechanical intake and exhaust fan system was installed in the attic to control the air supply.

The project was awarded to the MOCON Corp. on June 20, 1978. Since Cleveland High School had a September 4, 1978 completion date, that portion of the work was performed first, during the summer months of 1978. Work on the Parry Center began in September and was completed by December 31, 1978 Completion Date as required by the Special Provisions. Many Sub-Contractors were used to perform the many different varieties of work involved in this project. The MOCN Corp. was only able to perform the required 50 percent of the work by purchasing materials for the Sub-Contractors who installed the items. I feel that the specification that requires the Prime Contractor to perform 50 percent of the work with his own forces is senseless on this type of building project. This specification should be waived in the future.

Some interesting items of work and problems encountered during construction are commented upon below:

1. I was required to secure building permits from the City of Portland for this work. I found the City permit process to be much more organized and the permits easier to acquire when compared to Multnomah County. A receptionist for the City greets you at the door and explains the various types of permits to be required and how to acquires them. Meanwhile at the County, you must stumble around their offices and wait in long lines only to find you have waited in the wrong line.

2. It was discovered that the existing air unit ventilator fans at Cleveland High School interfered with the installation of the Sound Absorber Air Intake sustem. Luckely these units had not been fabricated prior to the Contractor removing the outside grilles and looking inside the openings to the fans. The Design office in Salem was notified and another plan drawing was made showing a revised Air Intake system. The Contractor's willingness to perform this revised work at no change in costs constituted Price Agreement No.1.

3. Price Agreement No. 2 for Parry Center consisted of the following revised work:

   a. The 24-inch air intake duct had to be rerouted over the existing gymnasium. This duct was originally shown to begin at the center roof gable. However, the gable opening was too small for the required 2 by 4 foot intake area. The duct had to be extended 32 feet to the north end of the building.

   b. All air supply ducts were made of fiberglass insulated material to prevent heat loss in the attic during the winter. The air supply system was connected by a Heating Coil to a steam heating system so that it could supply supplementary heat during the winter.

   c. This involved adding a accoustical suspended ceiling at the SW corner room on the First Floor. Both the air supply and return grilles were shown on the plans to be next to each other over the office door. The room, however, was divided by an exposed drop beam which would have prevented proper circulation of the air. Therefore, the ceiling in the corner of the room was suspended to match the bottom of the exposed beam. Both supply and return grilles were extended into the room and brought down through suspended ceiling. A light was also needed at that location of the room.

d. A 2-inch Valve was added to the steam supply line due to finding existing lines at different locations than shown on the plans. This valve was needed to shut-off the steam past our new connections to the existing steam heating system.

4. The Contractor made a proposal to substitute metal studs for wood ceiling joists. The joists would rest on metal channels which would be fastened to the walls. This proposal was approved. The metal type construction would be much cleaner and would lessen fire danger to the building during construction.

5. In my visits to Cleveland High School after the school was in session, I have observed that teachers have removed screws which holds inside window to lower frame. They have tilted inside windows open enough to raise the outside windows for additional ventilation. This allows more noise to enter the class rooms and negates the intent of the double glazing soundproofing work. The teachers have informed me that they would rather be bothered by the outside noise that to sufficate in the rooms. The school ventilation system is completely inadequate to supply sufficient air into rooms during warm days. In order to solve this dilemma, the entire ventilation system at Cleveland High School should be upgraded as per the Parry Center.

JCS - 7 (a)

ORECON STATE HIGHWAY DEPARTMENT

STATEMENT OF OVERRUNS AND UNDERRUNS

Section Ross Island Br - SE 52nd Ave

Contract No. 8748

Highway Mt. Hood

Prefix 26-1002

Contractor MOCON Corp.

Federal Aid No. IX-24(12) IX-24(13)

| | CONTRACT AUTHORIZATION | FINAL COST | PERCENT | |
|---|---|---|---|---|
| Contract Amount | $ 81,057.00 | $ 81,057.00 | -0- | [redacted]<br>[redacted] |
| Contingencies | $ 3,674.57 | $ 1,964.00 | 46.6 | Under<br>[redacted] |
| Engineering | $ 8,165.70 | $ 7,500.00 | 8.2 | Under<br>[redacted] |
| Anticipated Items | $ 600.00 | $ 794.53 | 32.4 | [redacted]<br>Over |
| Add'l. Auth. | $ -0- | $ -0- | -0- | [redacted]<br>[redacted] |
| TOTAL | $ 93,497.27 | $ 91,315.53 | 2.3 | Under<br>[redacted] |

Explanation of Overruns and Underruns:

| Item No. | Item | Unit | Bid Amount | Final Amount | % Over or Under |
|---|---|---|---|---|---|
| 1 | CLEVELAND HIGH SCHOOL SOUNDPROOFING | L. S. | $ 32,344.00 | $ 32,344.00 | -0- |
| | | | | | |
| 2 | PARRY CENTER SOUNDPROOFING | L. S. | $ 48,713.00 | $ 48,344.00 | -0- |
| | | | | | |
| P.A. 2 | EXTRA PLUMBING & HEATING WORK | L. S. | $ 1,964.00 | $ 1,964.00 | -0- |
| | | | | | |
| S.F.O. 1 | BUILDING PERMIT FEES | | $ 794.53 | $ 794.53 | |
| | | | | | |
| | | | $ | $ | |
| | | | | | |

8748 8

FORM 81-134-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ROSS ISLAND BRIDGE -SE 52nd AVENUE (CLEVELAND HIGHSCHOOL & PARRY CENTER)

WEEK ENDING: APRIL 21, 1979

SECTION PREFIX: 26-1002

HIGHWAY: Mt. HOOD

COUNTY: MULTNOAMAH

NAME OF JOB: ROSS ISLAND BRIDGE - SE 52nd AVE

KIND OF WORK: BUILDING ALTERATION AND REPAIR

CONTRACTOR: MOCON CORPORATION

CONTRACT NUMBER: 8748

FEDERAL AID PROJECT NUMBER: IX-24(12) & IX-24(13)

DATE OF CONTRACT: JUNE 20, 1978

DATE WORK STARTED: JUNE 20, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: "A"9-4-78 "B"12-31-78

PERCENT OF TIME ELAPSED: 100.00

PROJECT AUTHORIZATION: $93,497.27

EXCLUSIVE OF ENGINEERING: $85,331.57

ENGINEERING AUTHORIZATION: $8,165.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $83,328.40

ENGINEERING COST TO DATE: $6,900.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.0

ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 2.4 %

PERCENT OF AUTHORIZATION: 84.5%

DATE PROJECT WAS COMPLETED: DECEMBER 31, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | CLEVELAND HIGHSCHOOL | | PARRY CENTER | | | | |
| PERCENT | 100 | | 100 | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 15 | Cloudy | 0 | | |
| MONDAY 16 | Showers | 0 | | |
| TUESDAY 17 | Showers | 0 | | |
| WEDNESDAY 18 | Showers | 0 | | |
| THURSDAY 19 | Cloudy | 0 | | |
| FRIDAY 20 | Fair | 0 | | |
| SATURDAY 21 | Fair | 0 | | |

RECEIVED
APR 24 1979
CONSTRUCTION BRANCH
Kearsey Richards
Jacimnond Berg
Hopkins Inloes
Williams Widmer
Johnsen Gebauer
Glenn Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| APR 15<br>SUNDAY | NO ACTIVITY |
| APR 16<br>MONDAY | NO ACTIVITY |
| APR 17<br>TUESDAY | NO ACTIVITY |
| APR 18<br>WEDNESDAY | NO ACTIVITY |
| APR 19<br>THURSDAY | NO ACTIVITY |
| APR 20<br>FRIDAY | NO ACTIVITY |
| APR 21<br>SATURDAY | NO ACTIVITY |

## REMARKS

**SUMMARY:** No activity by contactor. Submitted Semi-Final.

**ANTICIPATED:** This is the last Weekly Report to be submitted.

SIGNED Jerry C. Street LOCATION PORTLAND

JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8748

1859
ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR - 5 '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

**DATE:** February 9, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. IX-24(12) & IX-24(13)

Contract 8748, Work Completed December 31, 1978

Project Ross Island Bridge-SE 52nd Ave. (Cleveland H. S. & Parry Ctr.)

Highway Mt. Hood

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 2-26-79

NOTED
H.S.COULTER

G. K. Hosmer
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
E. L. Hardt
R. D. Church

RECEIVED
MAR 2 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Borg
Inloes
Widmer
Gebauer
Church

#8148 ☆ U. S. GOVE STATE COPY 76-625-985 8

cc: State (H. S. Coulter) 1-31-79

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Multnomah | DIVISION<br>Oregon |
| IN COMPANY WITH<br>See below | | | |
| DATE OF INSPECTION<br>1-31-79 | INSPECTION MADE BY<br>Vincent Tabor, Asst. Area Engineer | | PROJECT NO.<br>IX-24(12)<br>IX-24(13) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>a) 100<br>b) 100% | WORK COMPLETED<br>a) 100<br>b) 99 % |

### POWELL BLVD. (ROSS ISLAND BR.- S.E. 52nd AVE.)
### Soundproofing

The project provided for noiseproofing measures at the Grover Cleveland High School and Parry Center for Children along Powell Blvd. in S.E. Portland. Those in attendance for this inspection are listed below:

Cleveland High School - Marion Craft, Reg. Constr. Engr., OSHD
Jerry Street, Res. Engr., OSHD

Parry Center - Doug Tracey, Dir. of Mgt. Services
- Dave Freeborg, Maint. Supervisor
- OSHD personnel listed above

Cleveland High School

1. Additional vents were installed to aid circulation and anodized aluminum frame windows adapted to the inside window frames at the High School to mitigate expected noise from the proposed widening project. All work observed was completed in a satisfactory manner.

2. Mr. Street informed me that the school district maintenance superintendent had accepted the work by letter, but critized the overall effectiveness of the project. We spoke to several school employees whose classrooms were affected and learned that the SW quadrant of the building is the hottest in the afternoon and that the windows had always been opened to increase circulation. I noted during the inspection that every window observed was ajar to allow additional circulation in the rooms. The total attenuation desired will not be attained and the original purpose partially negated if this practice is continued.

Parry School for Children

1. An air circulation system was installed so that windows could be kept closed year-round and thus attenuate noise from Powell Blvd. The system only serviced those offices fronting on the roadway.

(continued)

2. Several items were discussed during the inspection which required attention before contract acceptance, and are listed below:

   - A check will be made to assure all pertinent building inspections have been performed.

   - The Resident Engineer will forward a copy of the warranties and guarantees on equipment to Mr. Tracey.

   - Mr. Street will inform the contractor of additional plastering work necessary around vents and duct pipe.

   - Mr. Freeborg is interested in learning the operational characteristics of the equipment installed. He will be receiving this demonstration shortly.

   - The original authorization will overrun because of insulation addition for safety reasons, an extra hanging ceiling for proper vent utilization, and extension of the intake duct by 32 feet to facilitate the required 2' x 4' opening. All changes were necessary to produce a functional end product.

Conclusions

Once the contractor completes the final items at the Parry School, the Director will submit written approval of the work to the Resident Engineer.

The effectiveness of the noise insulation at the Cleveland High School is questionable based on input from school employees. I understand that a report will be written relating to this project which could be used as a future reference source. It is evident that much can be learned from this experience since this is the first project of this nature in Oregon.

The contract work can be accepted once the items listed previously have been completed.

RECEIVED
STATE HWY ENGR
FEB 13 '79
REFER TO Kasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File
cm

8748

STATE COPY

OMB No. 04-R2089

8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>7-7 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>8-15-78 | ate<br>Oregon<br>County<br>Multnomah<br>Project No.<br>IX-24(13) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 26 S.E. 34th Ave. (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 56,120.00 | $ 48,134.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

For: U. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 8-15-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, June 22, 1978

Federal Aid Project
No. IX-24(13)

Ross Is. Br.-S.E. 52nd Ave.
Parry Center
Noise Mitigation
Mt. Hood Hwy., Multnomah Co.

Project Agreement Estimate.

Type Code yoo7
Parry Center, Sound Mitigation (3415 S.E. Powell Blvd.)

| | | | |
|---|---|---|---|
| Parry Center Soundproofing | All Required | | $ 48,713.00 |
| Anticipated Items | | | |
| Building Permit Fees | All Required | | $ 300.00 |
| | | Subtotal | $ 49,013.00 |
| | | Engineering | 7,107.00 |
| | | Total | $ 56,120.00 |

Length of Project - - - - - - - - - - - - 0.00 Mi.

| | | |
|---|---|---|
| Federal Funds (85.77%) - - - - - - - - - - - - - - - - - - - - - - - - | | $ 48,134.00 |
| City Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | | 7,986.00 |
| | Total | $ 56,120.00 |

Group 6-60%

Contract No. 8748

Prefix 26-1002

8748

STATE COPY

OMB No. 04-R2089

9

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>7-8 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>FEDERAL-AID PROJECT AGREEMENT<br>8-15-78 | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>IX-24(12) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 26, S.E. 26th Ave. (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 37,300.00 | $ 32,068.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S [illegible]

Technical Services Engineer
*(Title)*

For: H. S. Coulter

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 8-15-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

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b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

| | |
|---|---|
| Oregon State Highway Division<br>Salem, Oregon, June 22, 1978 | Federal Aid Project<br>No. IX-24(12) |

Ross Is. Br.-S.E. 52nd Ave.
Cleveland High School
Noise Mitigation
Mt. Hood Hwy., Multnomah Co.

Project Agreement Estimate.

Type Code yoo7
Cleveland High School, Noise Mitigation (3400 S.E. 26th Ave.)

| | | | |
|---|---|---|---|
| Cleveland High School Soundproofing | All Required | | $ 32,344.00 |
| **Anticipated Items** | | | |
| Building Permit Fees | All Required | | $ 300.00 |
| | | Subtotal | $ 32,644.00 |
| | | Engineering | 4,745.00 |
| | | Total | $ 37,389.00 |

Length of Project - - - - - - - - - - - 0.00 Mi.

| | | |
|---|---|---|
| Federal Funds (85.77%) - - - - - - - - - - - - - - - - - - - - - - - - - | | $ 32,068.00 |
| City Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | | 5,321.00 |
| | Total | $ 37,389.00 |

Group 5-40%

Contract No. 8748

Prefix 26-1002

48

9

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1978

MOORE Corporation
425 Rural Avenue
Salem, OR 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8748 for work on the Ross Island Bridge-S.E. 52nd Avenue (Cleveland High School and Ferry Center) Section of the Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinns
Ed Hardt
Jerry Streat

**MOCON**
CORPORATION
P.O. BOX 3268
SALEM, OREGON 97302
PHONE 399-1470

# LETTER OF TRANSMITTAL

| | |
|---|---|
| DATE June 24, 1978 | JOB NO. |
| ATTENTION | |
| RE: Ross Island Bridge-S. E. 52nd Avenue<br>(Cleveland High School & Parry Center)<br>Mt. Hood Highway<br>Contract No. 8748 | |

TO Mr. Cecil W. Head
Department of Transportation
Salem, Oregon

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via ____________ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ____________

| COPIES | DATE | NO. | DESCRIPTION |
|---|---|---|---|
| 2 | | | Contract No. 8748, Signed. |

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval

☒ For your use ☐ Approved as noted ☐ Submit ____ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints

☐ For review and comment ☐ ____________

☐ FOR BIDS DUE ____________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS ____________

Sincerely,

COPY TO ____________

SIGNED:

*If enclosures are not as noted, kindly notify us at once.*

8748 8

STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>7-8 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-28-78 | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>IX-24(12) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
US 26, S.E. 26th Ave. (Portland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 37,377.00 | $32,058.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

For: H. S. Coulter
State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator 6-28-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 22, 1978

Federal Aid Project
No. IX-24(12)

Ross Is. Br.-S.E. 52nd Ave.
Cleveland High School
Noise Mitigation
Mt. Hood Hwy., Multnomah Co.

Project Agreement Estimate.

Type Code yoo7
Cleveland High School, Noise Mitigation (3400 S.E. 26th Ave.)

| | | | |
|---|---|---|---|
| Cleveland High School Soundproofing | All Required | | $ 32,344.00 |
| Anticipated Items | | | |
| Building Permit Fees | All Required | | $ 300.00 |
| | | Subtotal | $ 32,644.00 |
| | | Engineering | 4,733.00 |
| | | Total | $ 37,377.00 |

Length of Project - - - - - - - - - - - - 0.00 Mi.

| | | |
|---|---|---|
| Federal Funds (85.77%) | | $ 32,058.00 |
| City Funds | | 5,319.00 |
| | Total | $ 37,377.00 |

Group 5-40%

Contract No. 8748

Prefix 26-1002

8748

STATE COPY

9

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>7-7 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-28-78 | State<br>Oregon<br>County<br>Multnomah<br>Project No.<br>IX-24(13) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 56,119.00 | $ 48,133.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By

Technical Services Engineer
*(Title)*

For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator 6-28-78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

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b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

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**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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File

Oregon State Highway Division
Salem, Oregon, June 22, 1978

Federal Aid Project
No. IX-24(13)

Ross Is. Br.-S.E. 52nd Ave.
Parry Center
Noise Mitigation
Mt. Hood Hwy., Multnomah Co.

Project Agreement Estimate.

Type Code yoo7
Parry Center, Sound Mitigation (3415 S.E. Powell Blvd.)

| | | | |
|---|---|---|---|
| Parry Center Soundproofing | All Required | | $ 48,713.00 |
| Anticipated Items | | | |
| Building Permit Fees | All Required | | $ 300.00 |
| | | Subtotal | $ 49,013.00 |
| | | Engineering | 7,106.00 |
| | | Total | $ 56,119.00 |

Length of Project - - - - - - - - - - - - 0.00 Mi.

| | | |
|---|---|---|
| Federal Funds (85.77%) | | $ 48,133.00 |
| City Funds | | 7,986.00 |
| | Total | $ 56,119.00 |

Group 6-60%

Contract No. 8748

Prefix 26-1002

8748

J

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Jerry Street
SAIF
Fran

June 20, 1978

MOCON Corporation
425 Rural Avenue
Salem, OR 97302

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for work on the Ross Island Bridge-S.E. 52nd Avenue (Cleveland High School & Parry Center) Section of the Mt. Hood Highway in Multnomah County for the sum of $81,057 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8748.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

All work to be done at Cleveland High School shall be completed not later than September 4, 1978, and all work to be done under the contract shall be completed not later than December 31, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

#2748

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

May 30, 1978

TO
G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM
D. E. Swan
Federal Aid Manager

SUBJECT
Additional IX Funds to Award Contract

We request additional Interstate Substitution General Funds financing for the two following projects based on the fact that the contract low bid received exceeds the funds available for obligation. Approval of this request will involve additional total cost and allotment of federal funds on each project as follows:

| Project No. | Total Cost | Federal Funds |
|---|---|---|
| IX-24(12) | $ 7,378 | $ 6,328 |
| IX-24(13) | 34,120 | 29,264 |
| | $41,498 | $35,592 |

As you are aware, these two projects were combined under one contract with the low bid of $81,057 (69,522 FF) which is $29,057 (24,922 FF) or 35.8% over the amount you are presently authorized to obligate.

Mocon Corporation submitted the low bid of $81,057.00 which is $37,657.00 or 86.8% over the Engineer's estimate of $43,400.00. One other bid was received in the amount of $84,750.00. These two bids vary only 4.6%.

This is a remodeling project with tight time constraints. The work at Cleveland High School must be completed during the summer months. The work at the Parry Center will be in an old building which will be continually occupied during the remodeling.

The past experience of remodeling has demonstrated the difficulty of estimating this type of work. The remodeling of the old Barlow School building ran higher than originally anticipated...... approximately 50 percent over the Engineer's estimate. That project was scaled down and re-advertised with the resulting bid 9 percent higher than the previous bids received.

The Engineer's estimate did not adequately evaluate the time factor or the considerable inconvenience of working in an occupied building. A lower bid is not anticipated by re-advertising and we, therefore, feel it is in the public interest to award the project to the low bidder.

If you are in agreement, we request that you expedite our request for additional Interstate Substitution General Funds so that the contract can be awarded as soon as possible.

JLG:dmc
cc: E. S. Hunter
J. H. Versteeg
E. L. Johnson

RECEIVED
TECHNICAL SERVICES
MAY 31 '78
REFER TO
FOR
Info Inve R/D D/R Sign Act File

7748

Mr. D. H. Moehring
Manager
Office of Project Management

May 26, 1978

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Structural Design Engineer

Ross Island Br.-52nd Ave. Sec.
Powell Blvd.
Cleveland High School and Parry
Center Soundproofing

The bids received on May 25, 1978 for the Cleveland High School and Parry Center soundproofing essentially exceeded the Engineer's estimate of $43,400. The low bid was $81,057, with the second bid at $84,750, or a spread of 4.5 percent between the two bids received.

This is a remodeling project with tight time constraints. The work at Cleveland High School must be completed during the summer months. The work at the Parry Center will be in an old building which will be continually occupied during the remodeling.

The Engineer's estimate did not adequately evaluate the time factor or the considerable inconvenience of working in an occupied building. A low bid is not anticipated by re-advertising and we recommend acceptance of the low bid.

The past experience of remodeling has demonstrated the difficulty of estimating this type of work. The remodeling of the old Barlow School building ran higher than originally anticipated....approximately 50 percent over the Engineer's estimate. That project was scaled down and re-advertised with the resulting bid 9 percent higher than the previous bids received.

WJH:dh

cc E. S. Hunter
R. N. Bothman
C. T. Keasey

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAY 26 '78
REFER TO
FOR

8748

V.P.

May 9, 1978

MEMO TO THE FILE

From: Donald R. Adams
Project Development Manager

Subject: Project Staff Meeting Minutes
May 2, 1978

copy
# 8860

1. Ross Island Bridge-S.E. 52nd Avenue, Powell Boulevard - Right-of-way acquisition continuing with July letting as objective. City met with PGE and will determine if they can pay for PGE's easements. PGE determining if property owners will grant easements. The plan may revert to cleaned-up, above-ground electrical service with reduced number of poles. Off-street parking in the vicinity of 22nd and 23rd will be included with the project as will an update of the 17th Avenue undercrossing illumination. Structural noise mitigation work for Cleveland High School and the Parry Center has been approved for a May letting. Right-of-way is in difficulty and may delay the project. Service stations at 39th are key properties in advancing the project. The project schedule has slipped one month. We will go with an August bid letting. Further delays will force construction to await the spring season of 1979 due to restrictions on work between October and February by DEQ.

8748

5-3-78

26

File No. 49628

# PERMIT OF ENTRY

THE PARRY CENTER FOR CHILDREN, an Oregon corporation, hereinafter referred to as "Grantor", in consideration of the acknowledged benefits to be derived, do hereby grant to the STATE OF OREGON, by and through its Department of Transportation, Highway Division, and to its officers, employees, agents and contractors, the right and license to go upon the real property and in the ~~building~~ jl (Parry Center for Children) of Grantors located at S. E. 3~~8~~th 3rd Ave and Powell Blvd. to install a ventilation system in Grantor's building and to do other sound mitigation work in accordance with the construction plans and specificiations previously approved by Ross Miller on March 31, 1978, the foregoing is being done in connection with the widening of the Ross Island Bridge-52nd Avenue Section of the Mt. Hood Highway in Multnomah County, Oregon.

This permit of entry is given for the purpose of allowing the State's contractors to enter upon Grantor's property for the purpose of completing the work on Grantor's building prior to the commencement of the construction work on the above-mentioned section of the Mt. Hood Highway and said work to be done by the State under this permit shall be considered in the negotiation for right of way with Grantor for the widening of the Mt. Hood Highway (S. E. Powell Blvd.). All work to be done by State or its contractors will be done in accordance with the plans previously approved on March 31, 1978, by Ross Miller.

Dated this 3rd day of May, 1978.

The Parry Center for Children

By Douglas A. Tracy

By Director of Management Services

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 04 1978
ENGINEERING SECTION

Trout 1/
Do Not File ☐
Return To
Bring Up / /
Action

8748

5-3-78

Ross Island-52nd
(Cleveland H.S.)
26

# PERMIT OF ENTRY

PORTLAND SCHOOL DISTRICT NO. 1, hereinafter referred to as "Grantor ", in consideration of the acknowledged benefits to be derived, do hereby grant to the STATE OF OREGON, by and through its Department of Transportation, Highway Division, and to its officers, employees, agents and contractors, the right and license to go upon the real property and in the building of Grantor to double glaze the windows of the Cleveland High School classroom building in accordance with the plans and specificiations previously approved by Bob Bruhn on March 22, 1978, said work is being done in connection with and as part of the construction of the [redacted] of the Mt. Hood Highway. Grantor's school building is located at S. E. 26th and Powell Blvd. This permit is limited to the above-mentioned double glazing of the windows of Grantor's school building.

Dated This 3 day of May, 1978.

PORTLAND SCHOOL DISTRICT NO. 1

By ______________________

By ______________________

RECEIVED
MAY 04 1978
ENGINEERING SECTION

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Savage___

___Trout___ 4
______
______
Do Not File ☐
Return To______
Bring Up___/___/___
Action______

8748

5-3-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-24(12) & IX-24(13)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 80200 & 80201

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED: 5/3/78

DATE AUTHORIZATION EFFECTIVE: 5/3/78

FEDERAL ROUTE NUMBER: Primary 24

STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

Ross Island Br-SE 52nd Ave. (Cleveland H.S. & Parry Center) Section

GENERAL DESCRIPTION OF WORK:

Noise Mitigation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Bidding Permit
Fees $600

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 1, 1978, request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $52,000, Federal Funds $44,610.

A signed copy of the Title Sheet is returned herewith.

Swan
w/encs
5·31

NOTED
F. B. KLABOE

DATE: 5/3/78

SIGNATURE OF APPROVING OFFICIAL: D.K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—620-787

8748 26

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78
Donald L [illegible]

5-25-78 Bid Letting ______________ All Clear Deadline

SECTION ROSS ISLAND BR.-SE 52ND AVE. (PARRY CTR.)
Highway Mt. Hood
County Multnomah Region M
Type of Work Parry Ctr.Soundproof Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | | ☒ | | | ☒ | No problems with this work |
| Project Assessment | | ☒ | | | ☒ | " " " " " |
| Write-off Letter | ☒ | | | | | |

**PERMITS:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |
| | | | | | | |

**CULTURAL:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | | | | | |
| Cultural Salvage | ☒ | | | | | |

**NOISE:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ | |

8748

26

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78

5-25-78 Bid Letting ______________ All Clear Deadline

SECTION ROSS ISLAND BR.-SE 52nd AVE. (CLEVELAND H.S.)
Highway Mt. Hood
County Multnomah Region M
Type of Work Cleveland Soundproof Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☐ | ☒ | ☐ | ☐ | ☒ | No problems with this work. |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | " " " " " |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8748

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Administrator
METRO

DATE: March 14, 1978

SUBJECT:

Ross Island Br.-S.E. 2nd Ave. Sec.
(Powell Blvd.) Portland
Mt. Hood Highway
Bridge 16355
Multnomah County
Sound Mitigation - Parry Center
for Children

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

NOTED
E. S. HUNTER

Enclosed for your review and approval are five full size and two 1/2 size prints of preliminary drawings of the forced ventilation system for the Parry Center for Children. This system is necessary in order that the windows may be kept closed to reduce traffic noise created on Powell Blvd. The traffic noise will increase slightly because of our Powell St. revisions. These "advance" drawings are incomplete, but convey the general idea.

Please forward a set of these plans to Ross Miller at the Parry Center for his review and comment.

This design was recommended by the Parry Center Board of Directors when we met with them last December. It is based on ten air changes an hour for all rooms of the Administration Building facing Powell Boulevard.

This project is scheduled to be contracted in May 1978.

Please return all comments before March 31 so the plans and specifications can be completed in time for the May bid opening.

GJB:dh
Enclosures

cc E. S. Hunter /w/ copy of estimate
one 1/2 size print

RECEIVED
TECHNICAL SERVICES
MAR 14 '78
REFER TO
FOR
Info | Inves | h/C | w/h | sign | Act | File

81-128-1307

ESTIMATE

SOUND MITIGATION

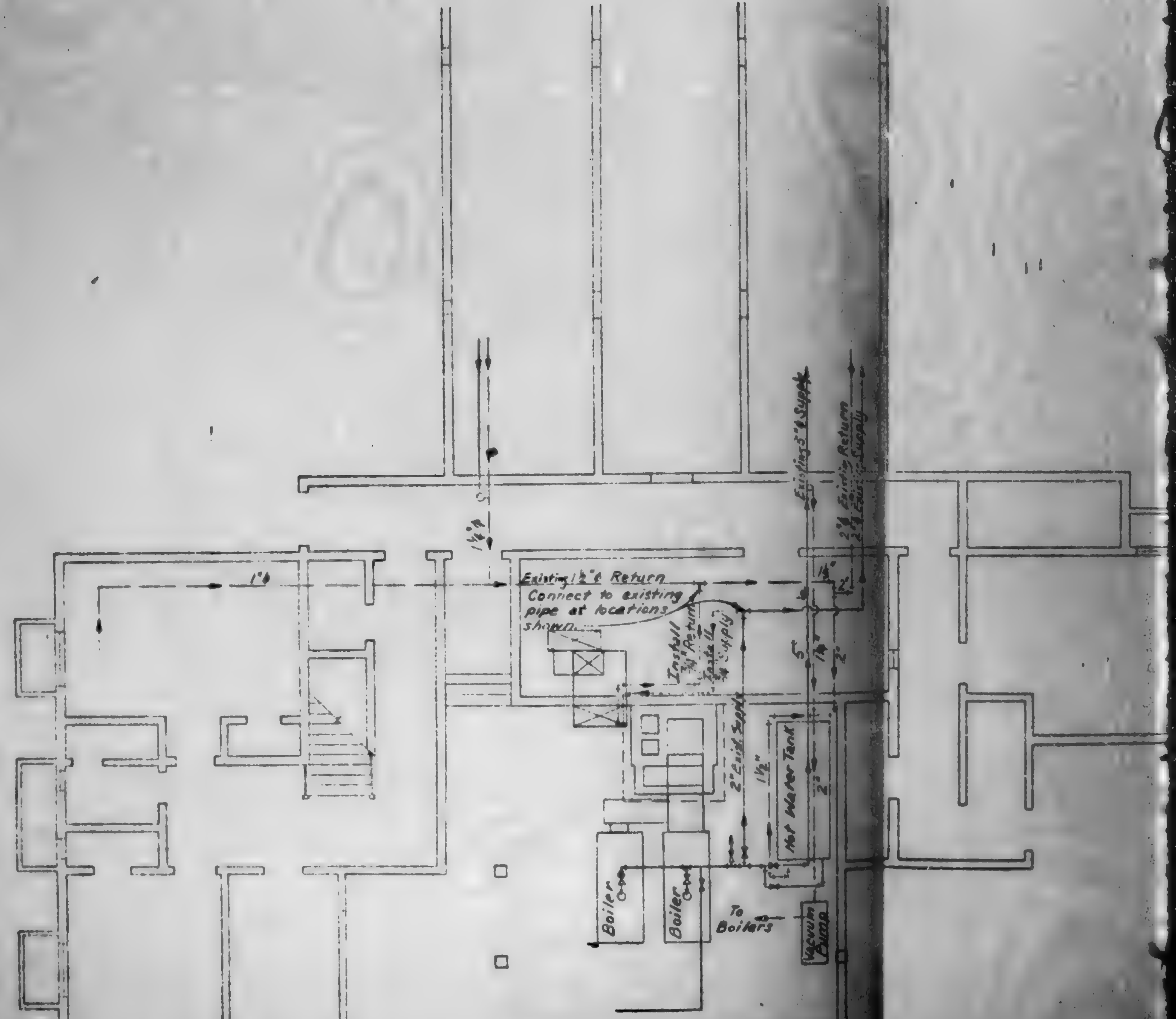
Administration Building

Parry Center for Children

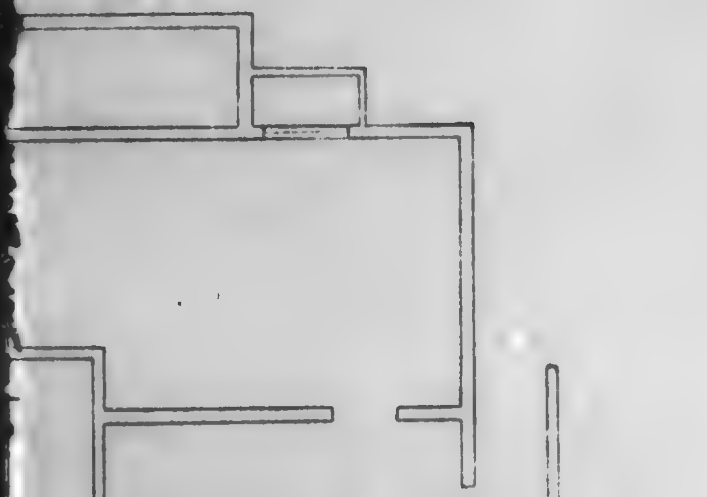
New Forced Ventilation System

| | | |
|---|---|---|
| Duct Work | $ 6,000 | |
| Fans and Wiring | 4,000 | |
| Automatic Controls | 2,000 | |
| Heat Coils and Plumbing | 2,000 | |
| False Ceiling | 2,400 | |
| Misc. Remodeling Work | 2,000 | |
| | | $18,400 |
| 20 % E & C | | 3,600 |
| TOTAL | | $22,000 |

dh


Existing 5" ⌀ Supply
2½ Existing Return
2½ Existing Supply
1½"⌀
1"⌀
Existing 1½"⌀ Return
Connect to existing pipe at locations shown.
Install ¾" Return
Install ¾" Supply
1½"
2"
5"
1½"
2"
2" Cold Supply
1½"
Hot Water Tank
2"
Boiler
Boiler
To Boilers
Vacuum Pump

BASEMENT PLAN
Scale: 3/16" = 1'-0"



**ADVANCE PLANS**

MAR 14 1978

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

APPROVED:

BRIDGE ENGINEER

DESIGNED FRH
DRAWN LRH
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

| DATE | REVISION |
|---|---|
| | |
| | |
| | |
| | |
| | |

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

ROSS ISLAND BRIDGE – SE 52ND AVENUE

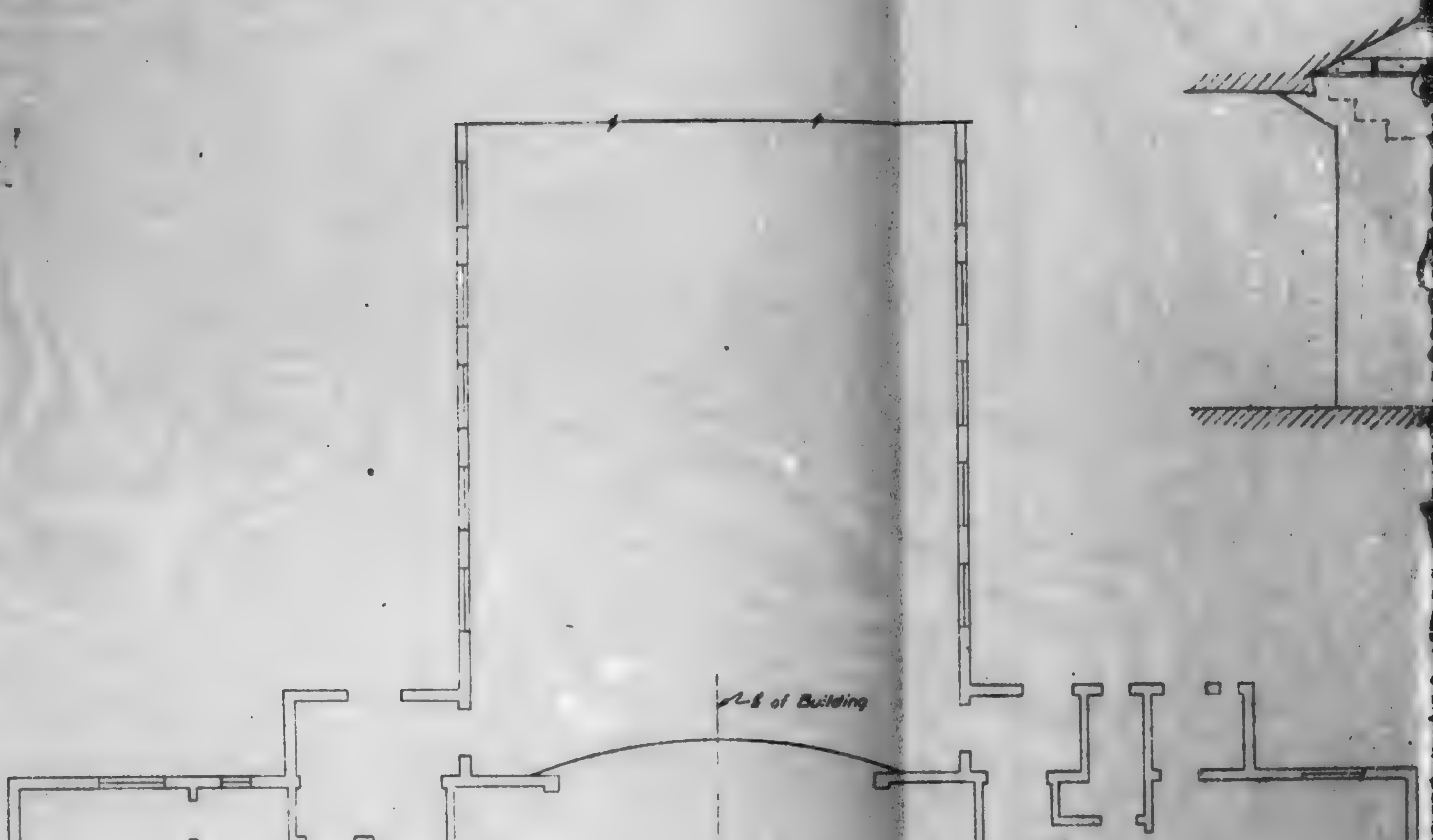
MT HOOD HIGHWAY (POWELL BLVD)

PORTLAND–MULTNOMAH CO

PARRY CENTER REMODEL
MECHANICAL DETAILS

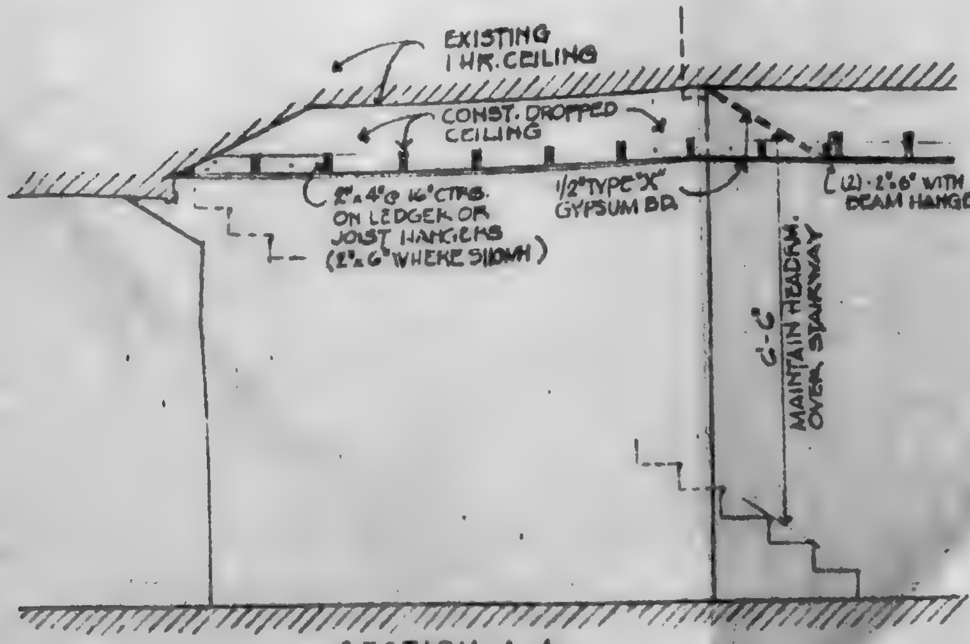
DATE FEB. 1978
BRIDGE NO 16355

SHEET 1 OF 5
DRAWING NO.

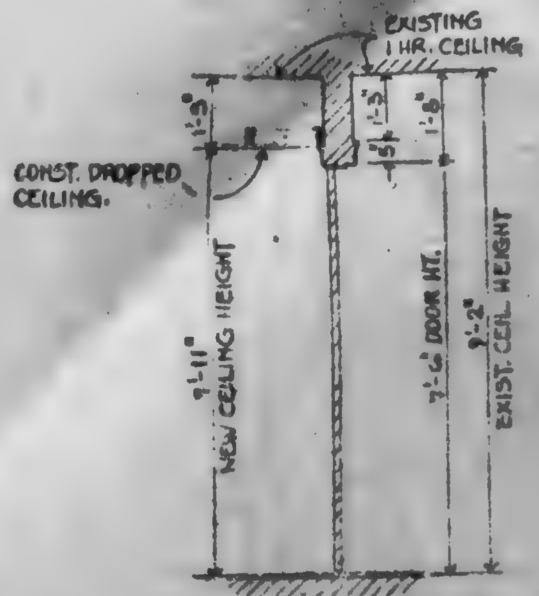

℄ of Building
12 x 14 up
3/4"⌀ Steam Pipes
16 x 12
CONST. DROP CEILING
12 x 6
10 x 6
12 x 6 / 343 H
10 x 6 / 335 H
8 x 12 up
8 x 8 up
10 x 6 / 306 H
14 x 6 / 258 C
8 x 6 / 222 H
8 x 6 / 194 H
8 x 6 / 194 H
8 x 4 / 139 H
8 x 4 / 139 H
12 x 12 up
A
8 x 6
CONST. DROP CEILING
12 x 12 up
11 x 8
9 x 8
8 x 8
8 x 6 / 164 H
8 x 6 / 190 H
8 x 4 / 111 H
8 x 4 / 129 H
8 x 4 / 150 H
LEGEND
CONST. DROPPED C
WITHIN LIMITS S

FIRST FLOOR PLAN
Scale 1/16" = 1'-0"

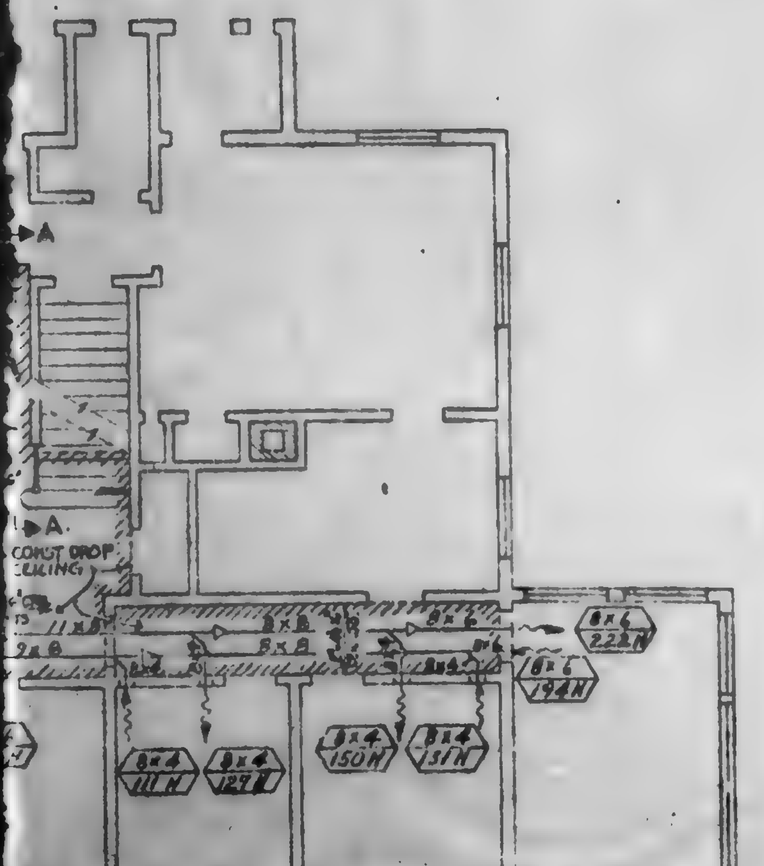
**NOTE:**
VERIFY ALL DIMENSIONS
WITH ACTUAL CONSTRUCTION


EXISTING
1 HR. CEILING
CONST. DROPPED
CEILING
2"x4" @ 16" CTRS.
ON LEDGER OR
JOIST HANGERS
(2"x6" WHERE SHOWN)
1/2" TYPE "X"
GYPSUM BD.
(2) - 2"x6" WITH
BEAM HANGERS
6'-6"
MAINTAIN HEADRM.
OVER STAIRWAY

## SECTION A-A
SCALE 1/2" = 1'-0"

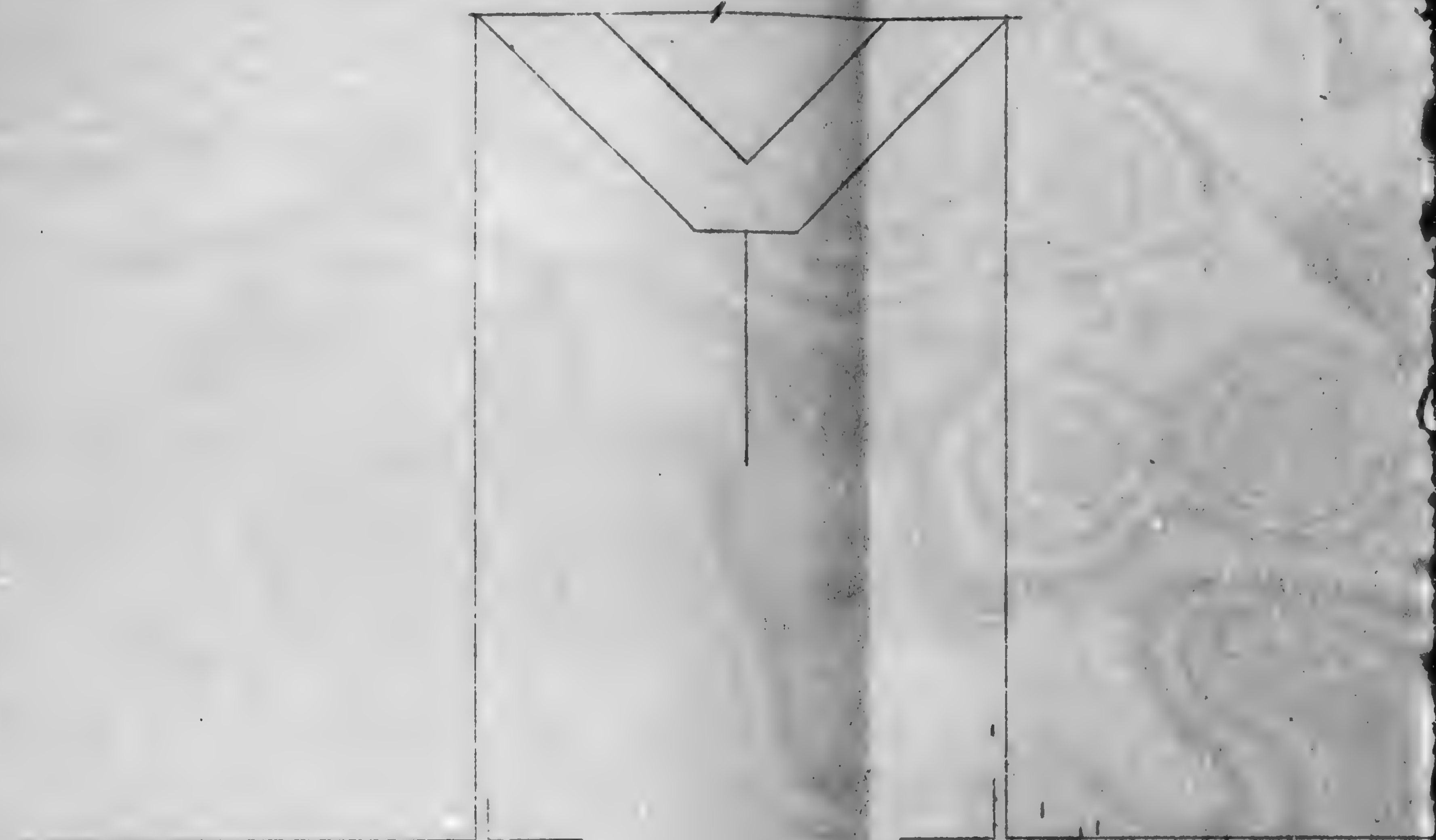

EXISTING
1 HR. CEILING
CONST. DROPPED
CEILING.
1'-3"
1'-5"
1'-8"
9'-11"
NEW CEILING HEIGHT
7'-6" DOOR HT.
9'-2"
EXIST. CEIL HEIGHT

## TYPICAL SECTION
SCALE 1/2" = 1'-0"


A
A.
CONST DROP
CEILING
11x8
9x8
8x8
8x8
8x6
8x6
222N
8x6
194N
8x4
111N
8x4
129N
8x4
150N
8x4
131N

GEND ▨ CONST. DROPPED CEILING WITHIN LIMITS SHOWN

| | |
|---|---|
| APPROVED: | OREGON STATE HIGHWAY DIVISION<br>BRIDGE SECTION |
| BRIDGE ENGINEER | ROSS ISLAND BRIDGE - SE 52ND AVENUE<br>MT HOOD HIGHWAY (POWELL BLVD)<br>PORTLAND - MULTNOMAH CO. |
| DEPUTY STATE HIGHWAY ENGINEER | PARRY CENTER REMODEL |
| DESIGNED WRH<br>DRAWN WRH<br>CHECKED<br>REVIEWED<br>REVIEWED<br>CALC. BOOK | MECHANICAL DETAILS |
| DATE / REVISION | ACCOMPANIED BY DWGS. |
| | DATE FEB. 1973<br>BRIDGE NO. 16355 |
| | SHEET 2 OF 5<br>DRAWING NO. |

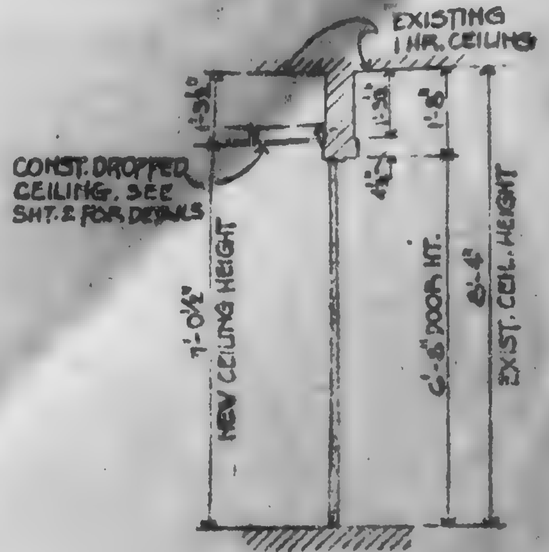

12x14
12x12
3/4"Ø Steam Pipes
30x14 up
30x14
8x6
8x8
16x12
16x14
16x14
14x12
12x12
8x6
8x8
8x6
8x8
8x4
8x8
8x4
8x12 down
8x8 down
8x8 down
12x12 down
8x6 173 H
8x6 173 H
8x6 173 H
8x4 109 H
8x4 109 H
8x4 109 H
8x6-3 198 C
8x6-3 198 C
8x6-3 198 C
8x4-3 125 C
8x4-3 125 C
8x4-3 125 C
10x6-3 238C
8x6 208C
8x4 122C
8x6 157C

SECOND FLOOR PLAN
Scale: 3/16" = 1'-0"

LEGEND ▨ CONST. DROPP
WITHIN LIM

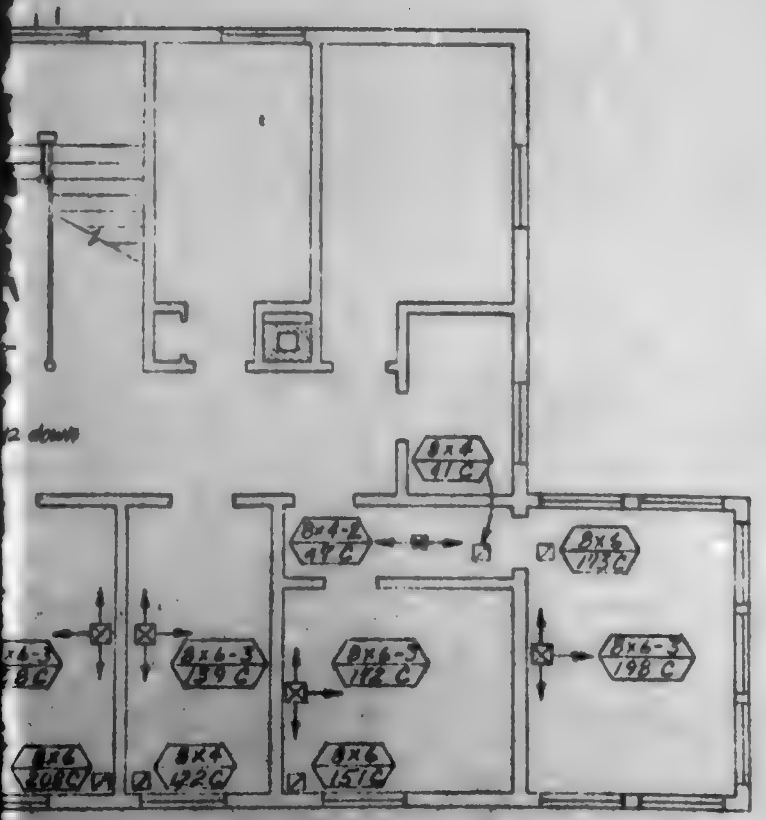
**NOTE:**

VERIFY ALL DIMENSIONS WITH ACTUAL CONSTRUCTION.


EXISTING 1 HR. CEILING
1'-3½"
1'-3½"
1'-8"
4½"
CONST. DROPPED CEILING. SEE SHT. 2 FOR DETAILS
7'-0½" NEW CEILING HEIGHT
6'-8" DOOR HT.
8'-4" EXIST. CEIL. HEIGHT

TYPICAL SECTION

SCALE ½" = 1'-0"


2 down
8x4 41C
8x4-2 49C
8x6 173C
x6-3 8C
8x6-3 139C
8x6-3 172C
8x6-3 198C
8x6 208C
8x4 42C
8x6 151C

GEND ▨ CONST. DROPPED CEILING WITHIN LIMITS SHOWN

APPROVED:

BRIDGE ENGINEER

DESIGNED WRH
DRAWN WRH
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

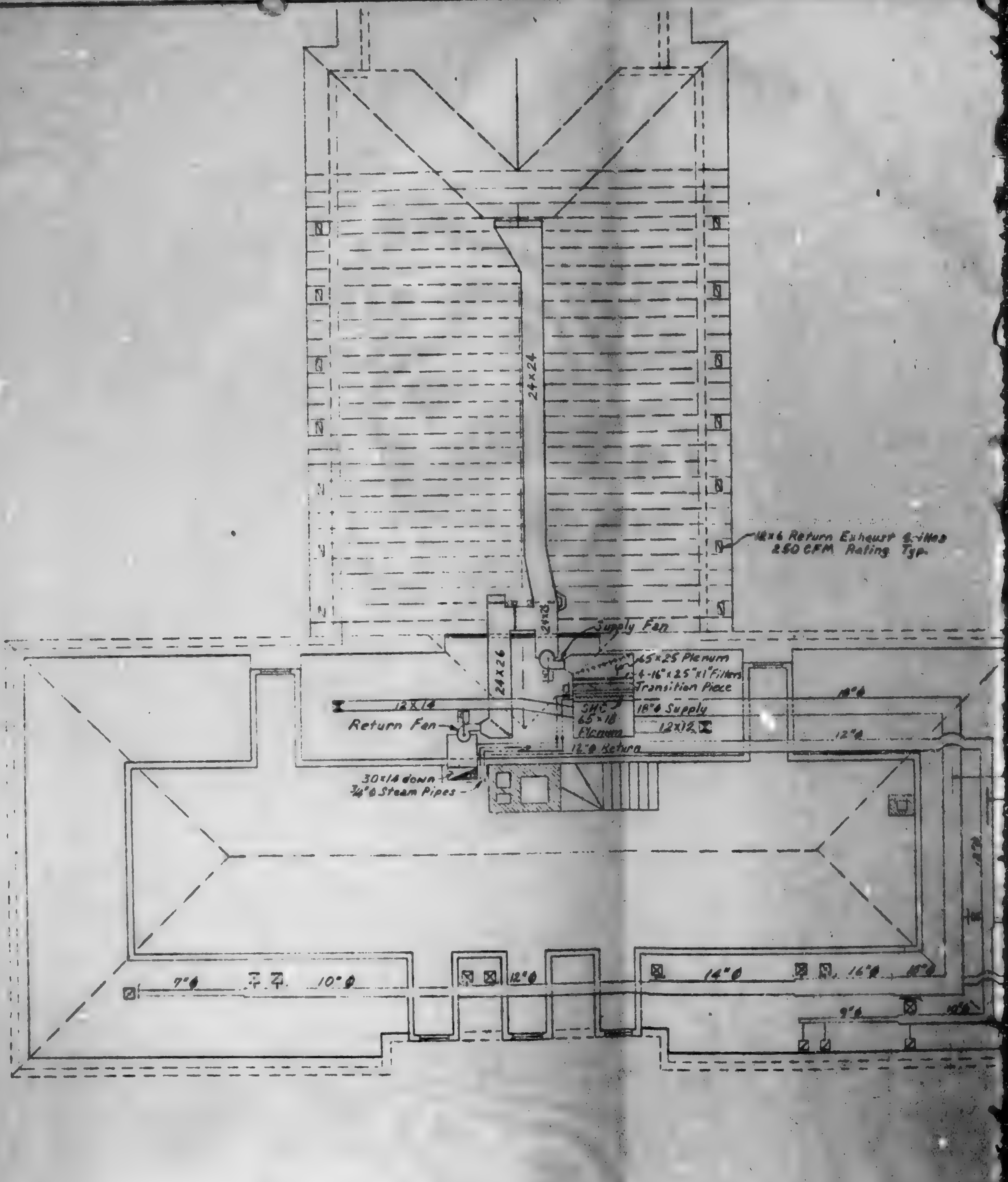
| DATE | REVISION |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |

**OREGON STATE HIGHWAY DIVISION**
BRIDGE SECTION

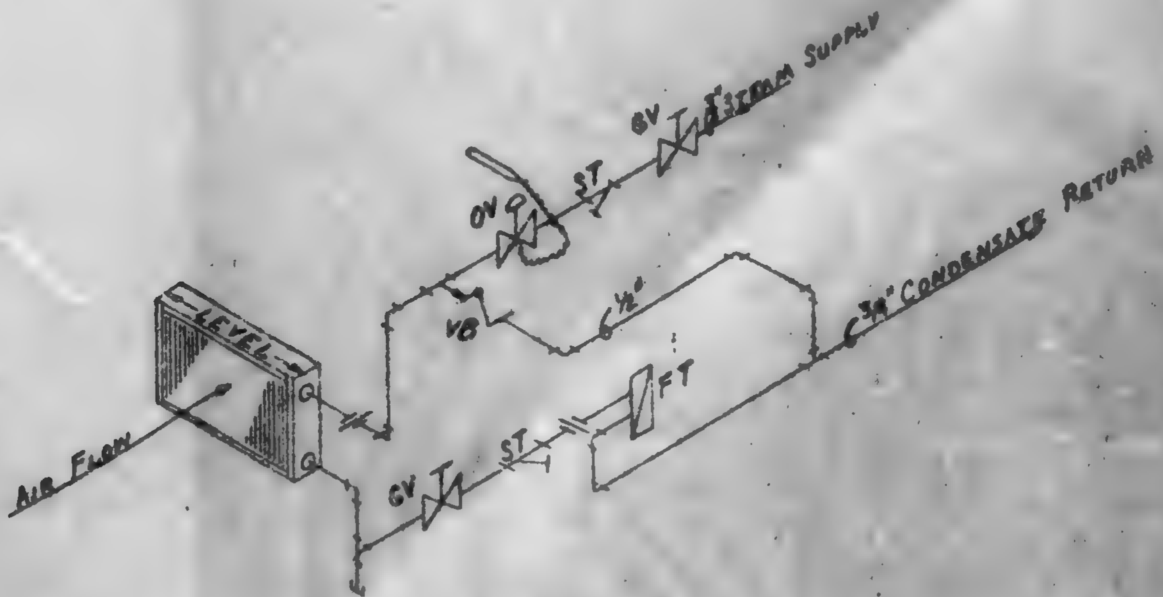
ROSS ISLAND BRIDGE - S.E. 52ND AVENUE
MT HOOD HIGHWAY (POWELL BLVD)
PORTLAND - MULTNOMAH CO.

PARRY CENTER REMODEL
MECHANICAL DETAILS

DATE FEB. 1978
BRIDGE NO. 16355
SHEET 3 OF 5
DRAWING NO.

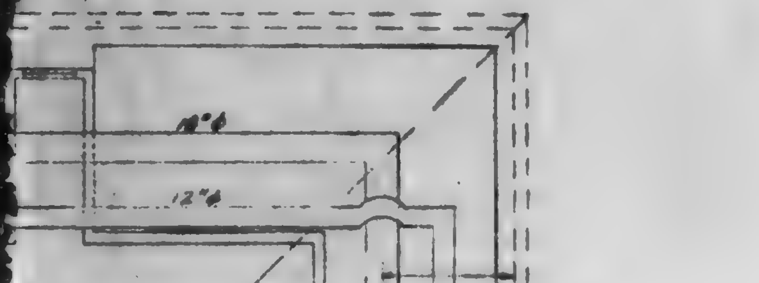

24x24
12x6 Return Exhaust Grilles
250 CFM Rating Typ.
24x18
Supply Fan
65x25 Plenum
4-16"x25"x1" Filters
Transition Piece
24x26
12x14
SHC
65x18
Plenum
18"ø Supply
12x12
Return Fan
12"ø Return
30x14 down
3/4"ø Steam Pipes
18"ø
12"ø
7"ø
10"ø
12"ø
14"ø
16"ø
18"ø
9"ø
10"ø

ATTIC PLAN
Scale 1/16" = 1'-0"

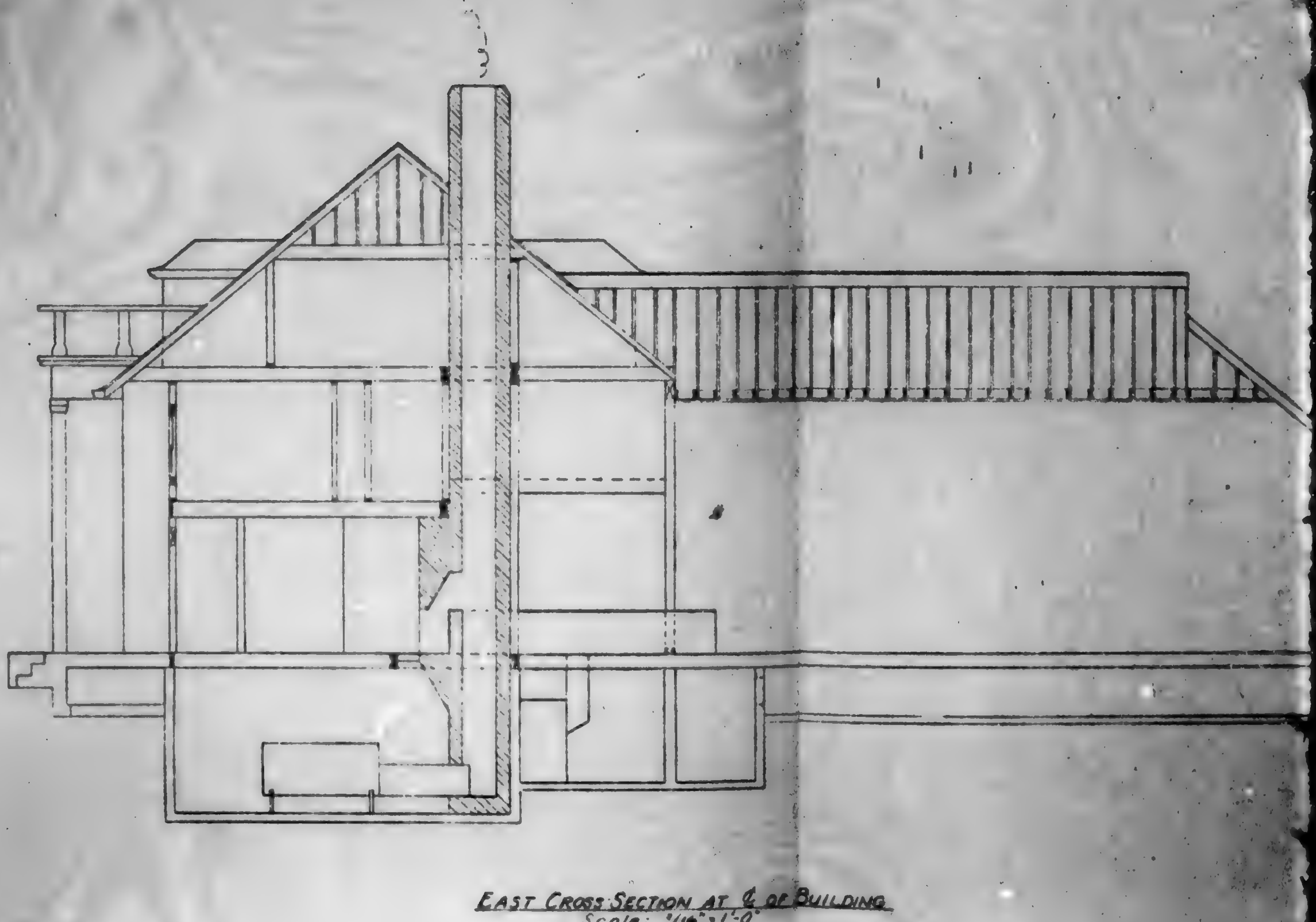

AIR FLOW
LEVEL
OV
ST
GV
3" STEAM SUPPLY
VB
½"
¾" CONDENSATE RETURN
FT
ST
GV

STEAM HEATING COIL
PIPING SCHEMATIC

12x6 Return Exhaust Grilles
250 CFM Rating Typ.


18"ø
12"ø
12"ø
16"ø
18"ø
9"ø
10"ø

|  |  |
|---|---|
| APPROVED: | OREGON STATE HIGHWAY DIVISION<br>BRIDGE SECTION |
| BRIDGE ENGINEER | ROSS ISLAND BRIDGE - SE 52ND AVENUE |
| DESIGNED WRN<br>DRAWN WRN<br>CHECKED<br>REVIEWED<br>REVIEWED<br>CALC BOOK | MT HOOD HIGHWAY (POWELL BLVD)<br>PORTLAND-MULTNOMAH CO. |
| DATE / REVISION | PARRY CENTER REMODEL<br>MECHANICAL DETAILS |
|  | DATE FEB. 1978 / SHEET 4 OF 5 |
|  | BRIDGE NO. 16355 / DRAWING NO. |



EAST CROSS SECTION AT ℄ OF BUILDING
Scale: 1/16" = 1'-0"

APPROVED:

BRIDGE ENGINEER

DESIGNED WRH

DRAWN WRH

CHECKED

REVIEWED

REVIEWED

CALC. BOOK

| DATE | REVISION |
|---|---|
| | |

**OREGON STATE HIGHWAY DIVISION**
BRIDGE SECTION

ROSS ISLAND BRIDGE - SE 52ND AVENUE
MT HOOD HIGHWAY (POWELL BLVD)
PORTLAND-MULTNOMAH CO.

PARRY CENTER REMODEL
MECHANICAL DETAILS

DATE FEB. 1978
BRIDGE NO. 16355

SHEET 5 OF 5
DRAWING NO.

8748

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 9, 1978 Telephone 238-8460

NOTED
E. S. HUNTER

MERTON LINDSAY
Portland School District
505 Northeast Clackamas
Portland, OR 97232

RECEIVED
TECHNICAL SERVICES
MAR 10 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Subject: Noise Mitigation
Ross Island Bridge-S.E. 52nd Avenue
Section
Powell Boulevard

I have enclosed a ½ size copy of our plans for sound insulation at Cleveland High School for your review and approval. Please return them with your comments and/or approval as soon as practical. We would like to let an early contract so that the work may be completed during summer vacation.

On another matter, I met with Bob Bruhn and Merle Bradford on November 29, 1977, at Creston School. We discussed the need for noise control at the building closest to Powell. Measurements taken inside a classroom indicated that simply closing the street side windows reduced the street noise to an acceptable level. Bruhn stated that the existing ventilation system will provide satisfactory air circulation with the windows closed. Both Bruhn and Bradford then agreed that no sound control work was necessary at Creston School.

To formalize the matter, I asked Merle Bradford to send me a letter of agreement. As of February 8, 1978, I had not received a reply so I sent Mr. Bradford a letter again requesting the letter of agreement.

As of this date, I still haven't received a reply. Would you please expedite the matter?

Stephen D. Crouch
STEPHEN D. CROUCH
Project Coordinator

1 Versteeg
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 0 9 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

SDC/ldo
Enclosure
cc: Bob Bruhn
bcc: G. A. Potter
R. N. Bothman
D. R. Adams
J. D. McClure
[redacted]
E. L. Hardt
Gordon Ballard

8748

4

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
METRO ENGINEER

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Design Engineer

NOTED
E. S. HUNTER

DATE: February 28, 1978

SUBJECT:

Ross Island Bridge-SE 52nd Ave. Sec.
(Powell Blvd.) Portland
Mt. Hood Highway
Bridge 16354
Multnomah County
Sound Mitigation-Cleveland High School

Enclosed for your review and approval are five full size and five 1/2-size prints of drawings 33231-33. These plans are for the sound insulation of Cleveland High School in Portland.

This project has been greatly scaled down from what was discussed initially with the School District because no new ventilating equipment is required. This plan meets the minimum requirements for sound mitigation. No new unit ventilators are required because the existing equipment is adequate.

Please forward a set of plans to Mr. Murton Lindsey of the Portland School District for his approval and/or comments.

This project is tentatively scheduled for an early letting date on a separate contract from the main road work contract in order to expedite the job during the school's summer vacation.

Enclosed is an estimate of the proposed work.

We will soon be sending you plans for the Parry Center ventilation work under a separate heading.

N
E. S. HUN

GJB:dh

Enclosures
(Estimate and 5 full size and 5 half size prints)

cc E. S. Hunter /w/ encl.
(Estimate and half size prints)

H

RECEIVED
TECHNICAL SERVICES

MAR 1 '78

REFER TO

FOR

| Info | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |

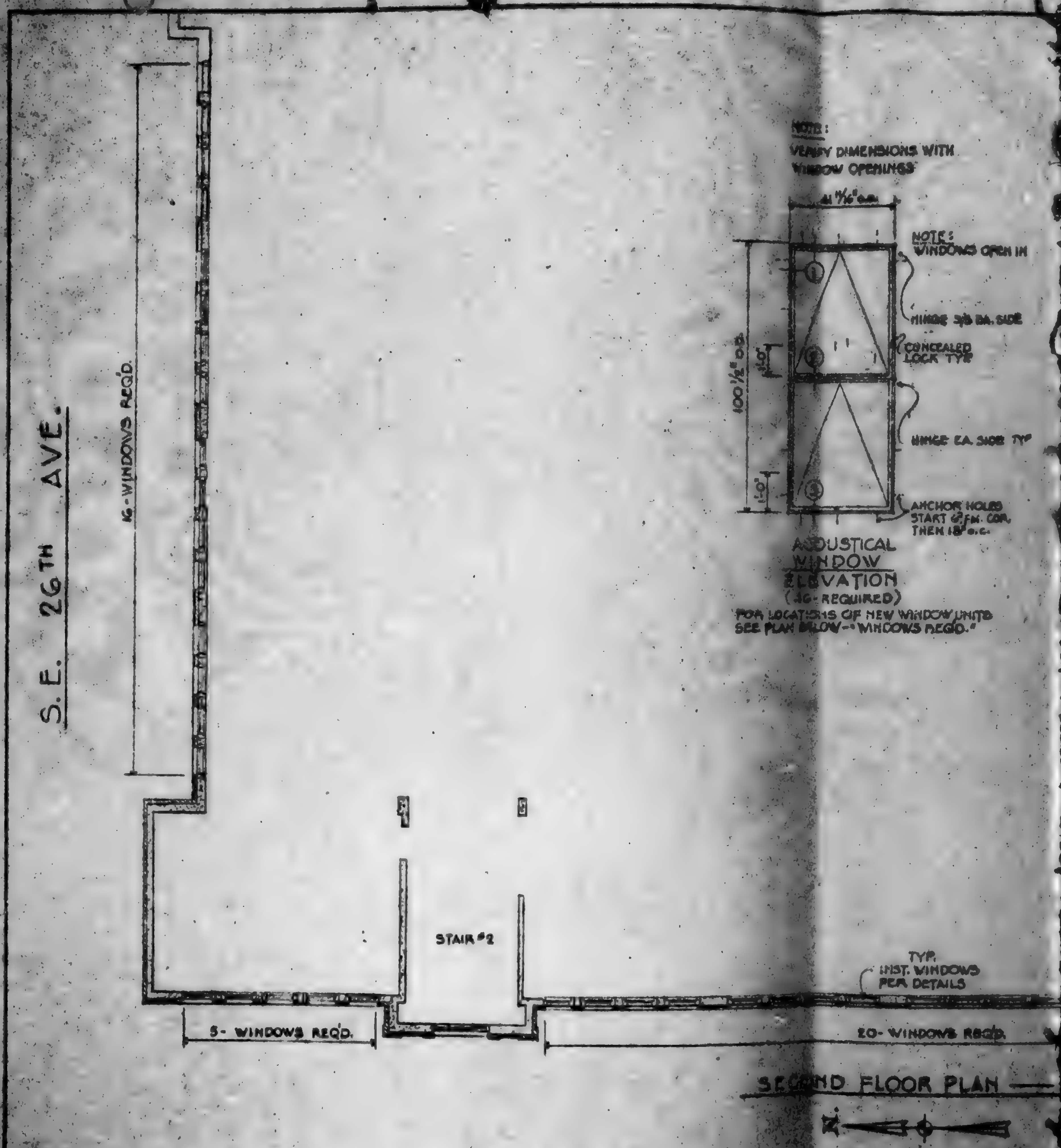
81.125.1367

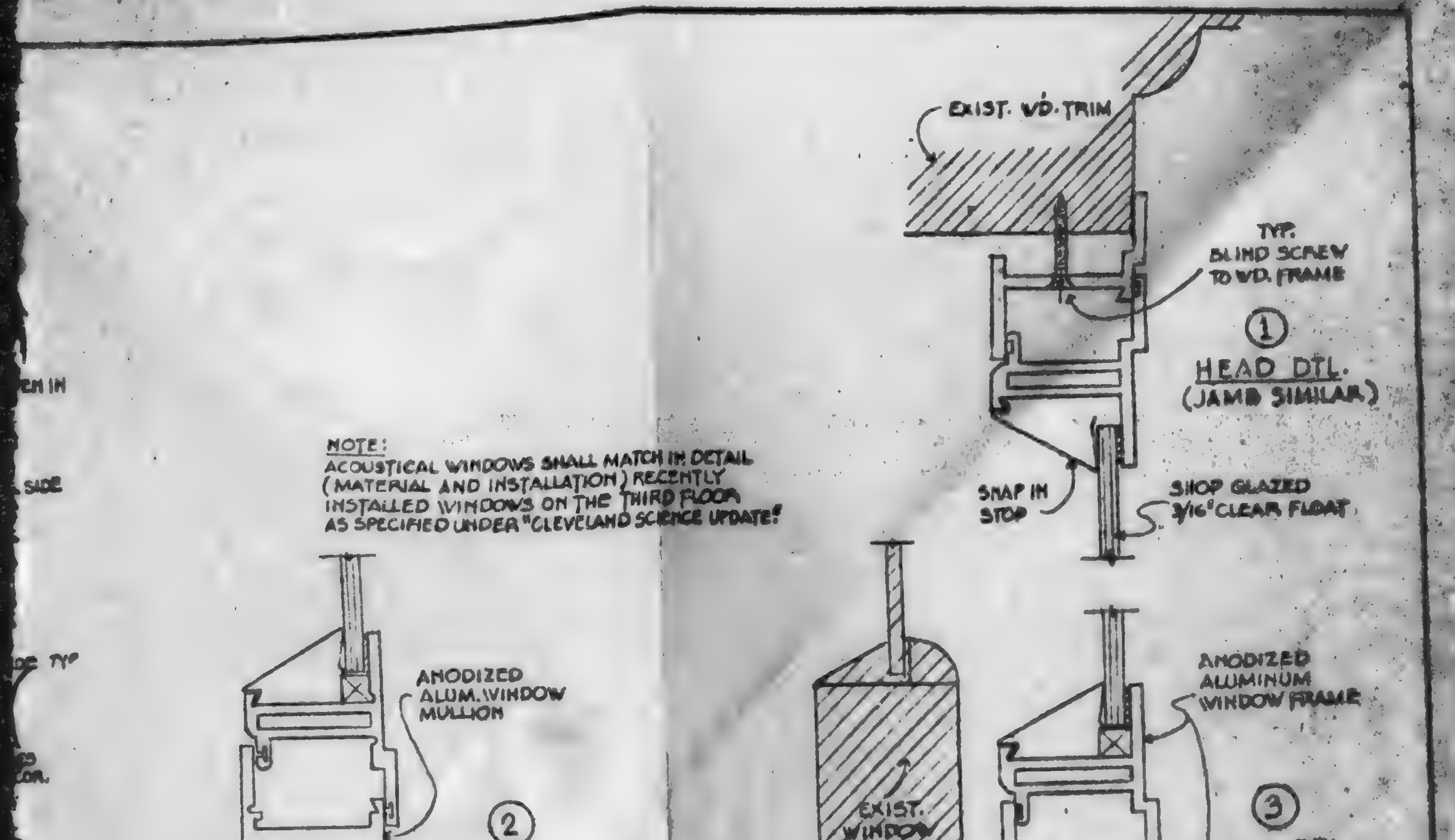
### NOISE INSULATION

### CLEVELAND HIGH SCHOOL

### Portland School District

| | | |
|---|---|---|
| 46 Acoustical Windows | @ $ 250 ea. | $11,500 |
| 10 Unit Ventilators Intake Revision | @ 1,200 ea. | 12,000 |
| 1st Floor Return Air Vents | | |
| 4 grills | @ 300 ea. | 1,200 |
| 240 sq. ft. Acoustical Duct Liner | @ 1 ft.$^2$ | 240 |
| | | $24,940 |
| 20% E & C | | 5,060 |
| | | $30,000 |


S.E. 26TH AVE.
16-WINDOWS REQ'D.
STAIR #2
5- WINDOWS REQ'D.
20- WINDOWS REQ'D.
TYP. INST. WINDOWS PER DETAILS
NOTE:
VERIFY DIMENSIONS WITH WINDOW OPENINGS
21 11/16" O.D.
100 1/2" O.D.
1'-0"
1'-0"
①
②
③
NOTE: WINDOWS OPEN IN
HINGE 3/3 EA. SIDE
CONCEALED LOCK TYP
HINGE EA. SIDE TYP
ANCHOR HOLES START 6" FM. COR. THEN 18" o.c.
ACOUSTICAL WINDOW ELEVATION
(16-REQUIRED)
FOR LOCATIONS OF NEW WINDOW UNITS SEE PLAN BELOW - "WINDOWS REQ'D."
SECOND FLOOR PLAN —
N
S.E. POWELL B


EXIST. WD. TRIM
TYP. BLIND SCREW TO WD. FRAME
①
HEAD DTL.
(JAMB SIMILAR)
SNAP IN STOP
SHOP GLAZED 3/16" CLEAR FLOAT
ANODIZED ALUM. WINDOW MULLION
②
HORIZ. MULLION
EXIST. WINDOW
ANODIZED ALUMINUM WINDOW FRAME
③
SILL DTL.
INST. 1/2"x2" F.S. WOOD STOP
EXIST. WD. TRIM
STAIR #6
5-WINDOWS REQ'D.
ANNEX
ch in
side
de typ
cor.
req'd.
AN —— 1/8" - 1FT.
L BLVD.

NOTE:
ACOUSTICAL WINDOWS SHALL MATCH IN DETAIL (MATERIAL AND INSTALLATION) RECENTLY INSTALLED WINDOWS ON THE THIRD FLOOR AS SPECIFIED UNDER "CLEVELAND SCIENCE UPDATE."

WINDOW DETAILS
SCALE FULL SIZE

APPROVED:

BRIDGE ENGINEER
DESIGNED JAU
DRAWN JAU
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

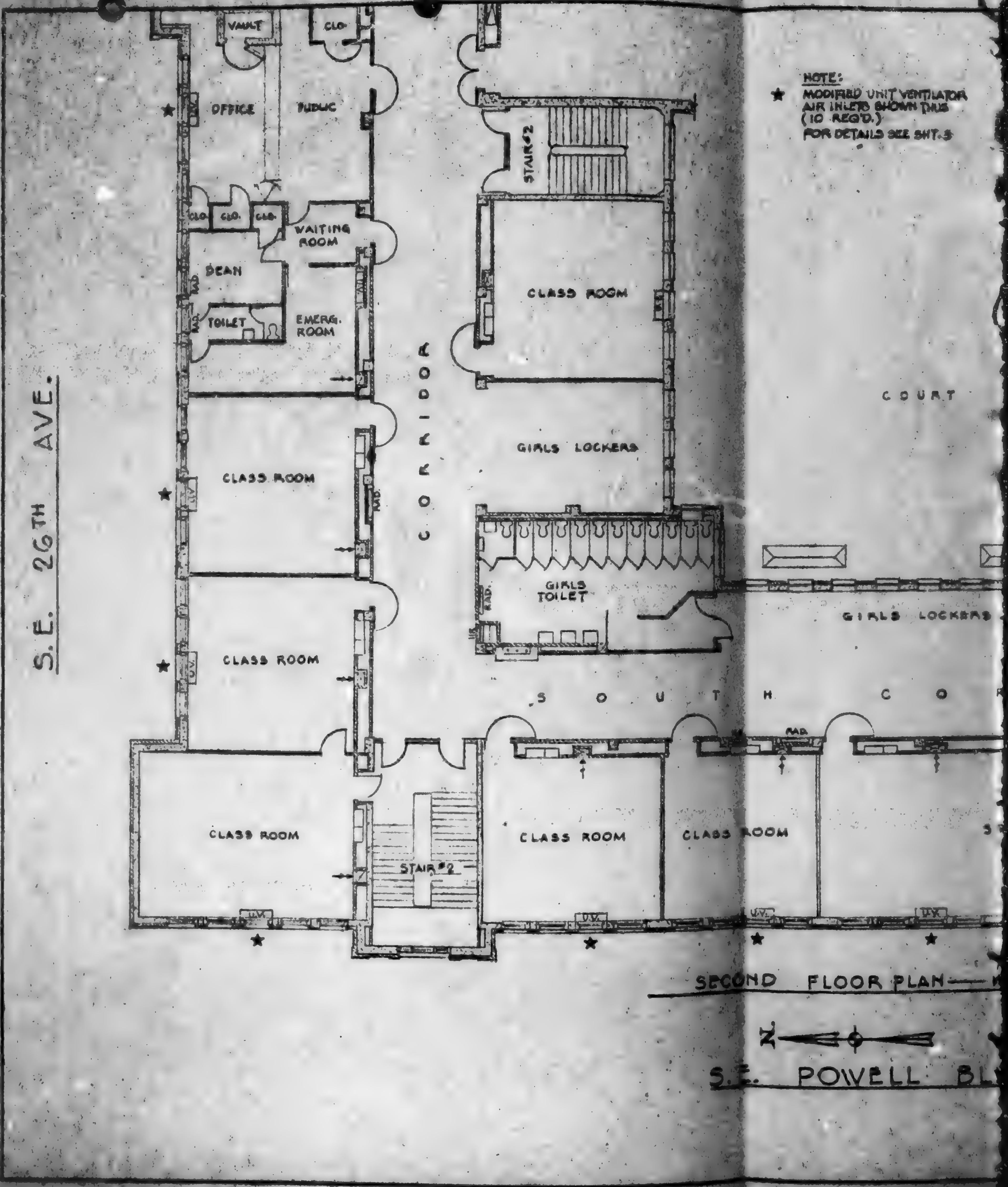
| DATE | REVISION |
|---|---|

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

ROSS ISLAND BRIDGE - S.E. 52nd AVENUE
MT. HOOD HIGHWAY. (POWELL BLVD.)
PORTLAND — MULTHOMAH CO.

CLEVELAND HIGH SCHOOL REMODEL
WINDOW DTLS. & LOCATION PLAN

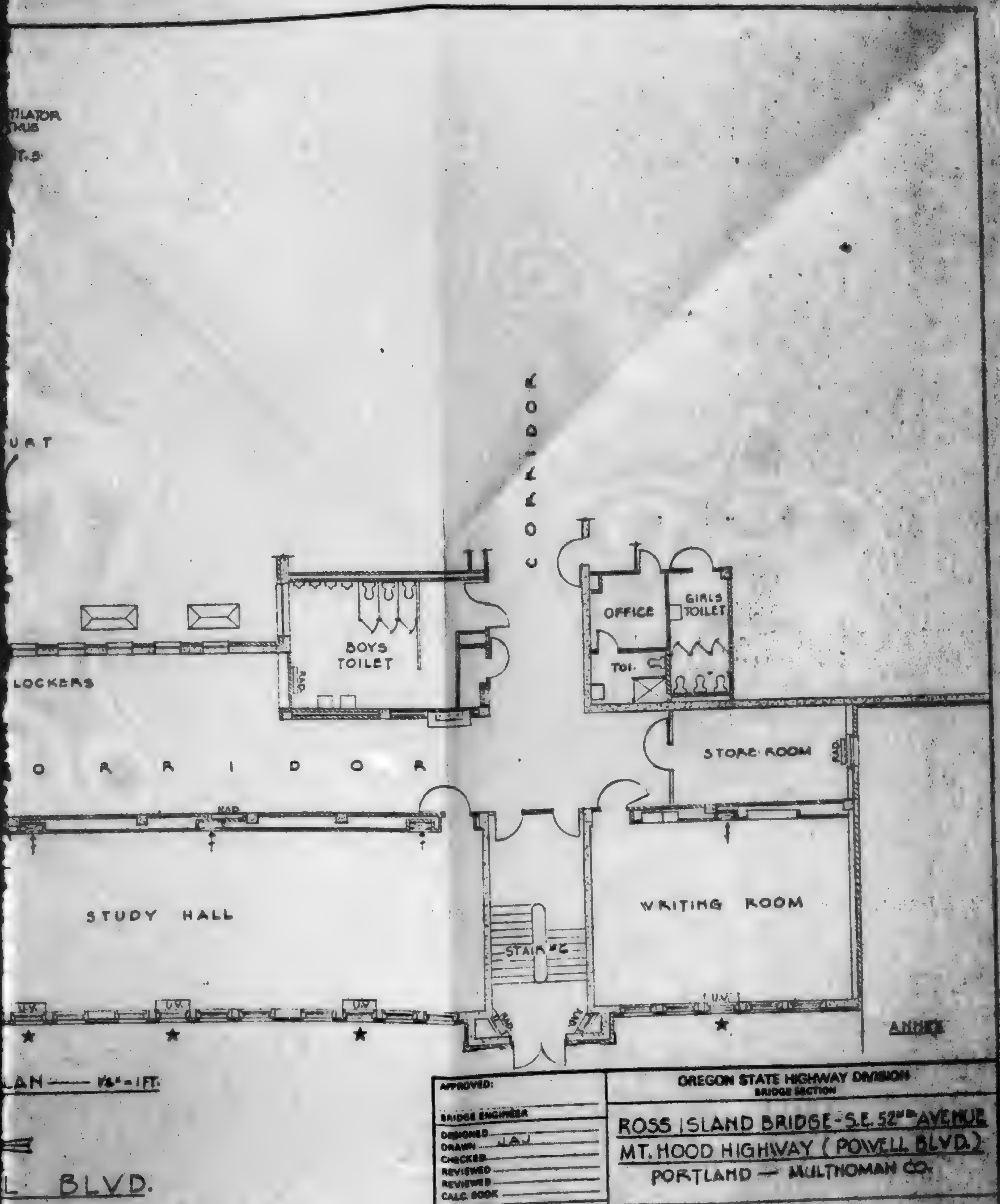
DATE JAN 78
BRIDGE NO. 16354
SHEET 1 OF 2
DRAWING NO. [illegible]


VAULT
CLO.
OFFICE
PUBLIC
CLO.
CLO.
CLO.
WAITING ROOM
DEAN
TOILET
EMERG. ROOM
RAD.
STAIR #2
CLASS ROOM
CORRIDOR
COURT
GIRLS LOCKERS
CLASS ROOM
GIRLS TOILET
RAD.
CLASS ROOM
U.V.
GIRLS LOCKERS
S O U T H C O
CLASS ROOM
STAIR #2
CLASS ROOM
CLASS ROOM
U.V.
U.V.
U.V.
U.V.
RAD.
S.E. 26TH AVE.
SECOND FLOOR PLAN
N
S.E. POWELL BL

NOTE:

★ MODIFIED UNIT VENTILATOR AIR INLETS SHOWN THUS (10 REQ'D.)

FOR DETAILS SEE SHT. 5


TILATOR
THUS
T. 5
URT
CORRIDOR
LOCKERS
BOYS TOILET
RAD
OFFICE
GIRLS TOILET
TOI.
STORE ROOM
RAD
ORRIDOR
RAD
STUDY HALL
STAIR #6
WRITING ROOM
U.V.
U.V.
U.V.
U.V.
RAD
RAD
ANNEX
LAN — 1/8" = 1 FT.
L BLVD.

APPROVED:

BRIDGE ENGINEER

DESIGNED
DRAWN JAJ
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

| DATE | REVISION |
|---|---|
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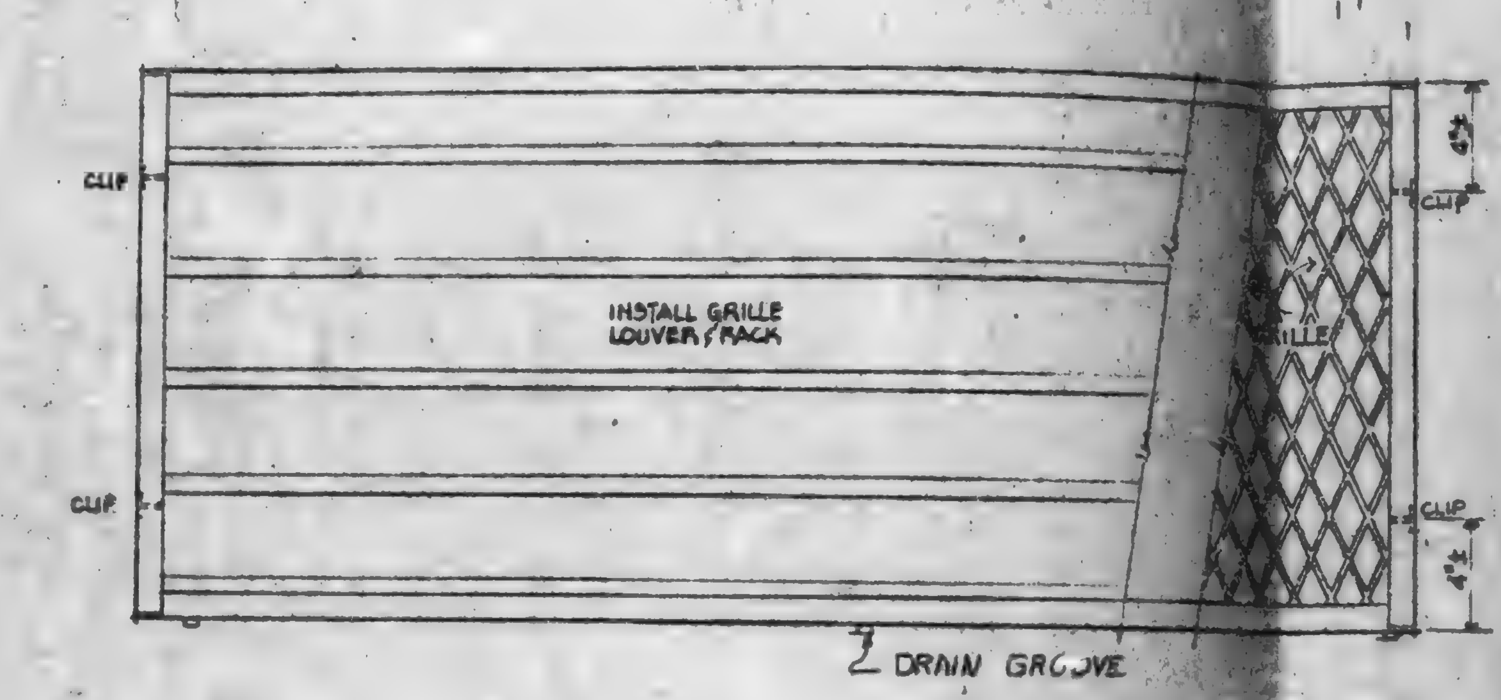
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

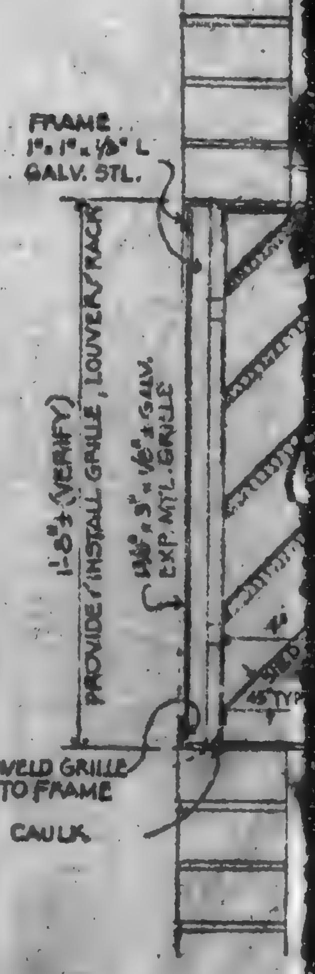
ROSS ISLAND BRIDGE - S.E. 52ND AVENUE
MT. HOOD HIGHWAY (POWELL BLVD.)
PORTLAND — MULTNOMAH CO.

CLEVELAND HIGH SCHOOL REMODEL
UNIT VENTILATOR LOCATION PLAN

DATE JAN 78
BRIDGE NO. 16254

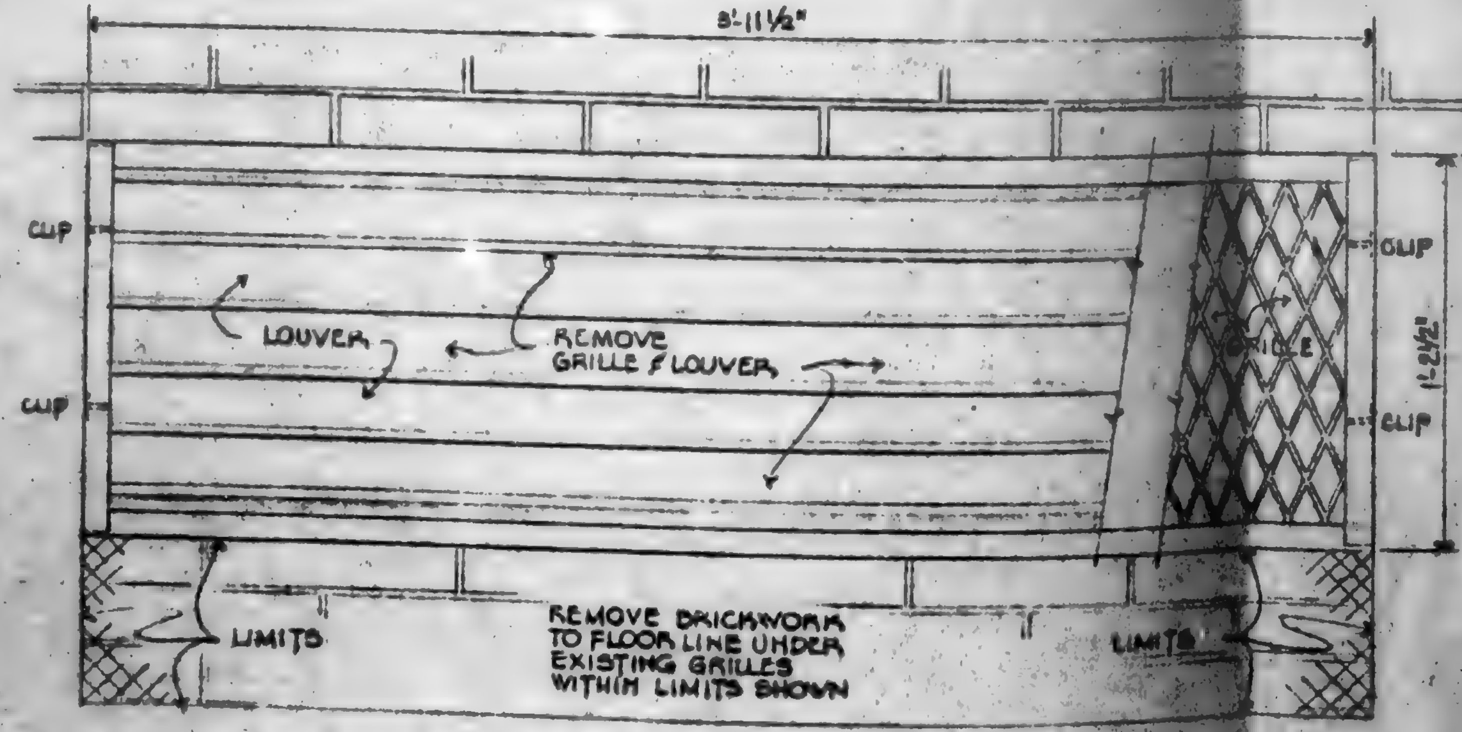
SHEET 2 OF 2
DRAWING NO. 53252

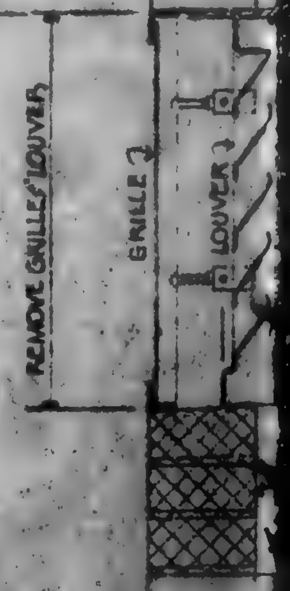

CLIP
CLIP
INSTALL GRILLE
LOUVER / RACK
GRILLE
4½
CLIP
CLIP
4½
DRAIN GROOVE


FRAME
1"x1"x1/8" L
GALV. STL.
1'-8½ (VERIFY)
PROVIDE / INSTALL GRILLE, LOUVER / RACK
1/16" x 3" x 1/8" x GALV.
EXP. MTL. GRILLE
4"
45° TYP
WELD GRILLE
TO FRAME
CAULK

ELEVATION

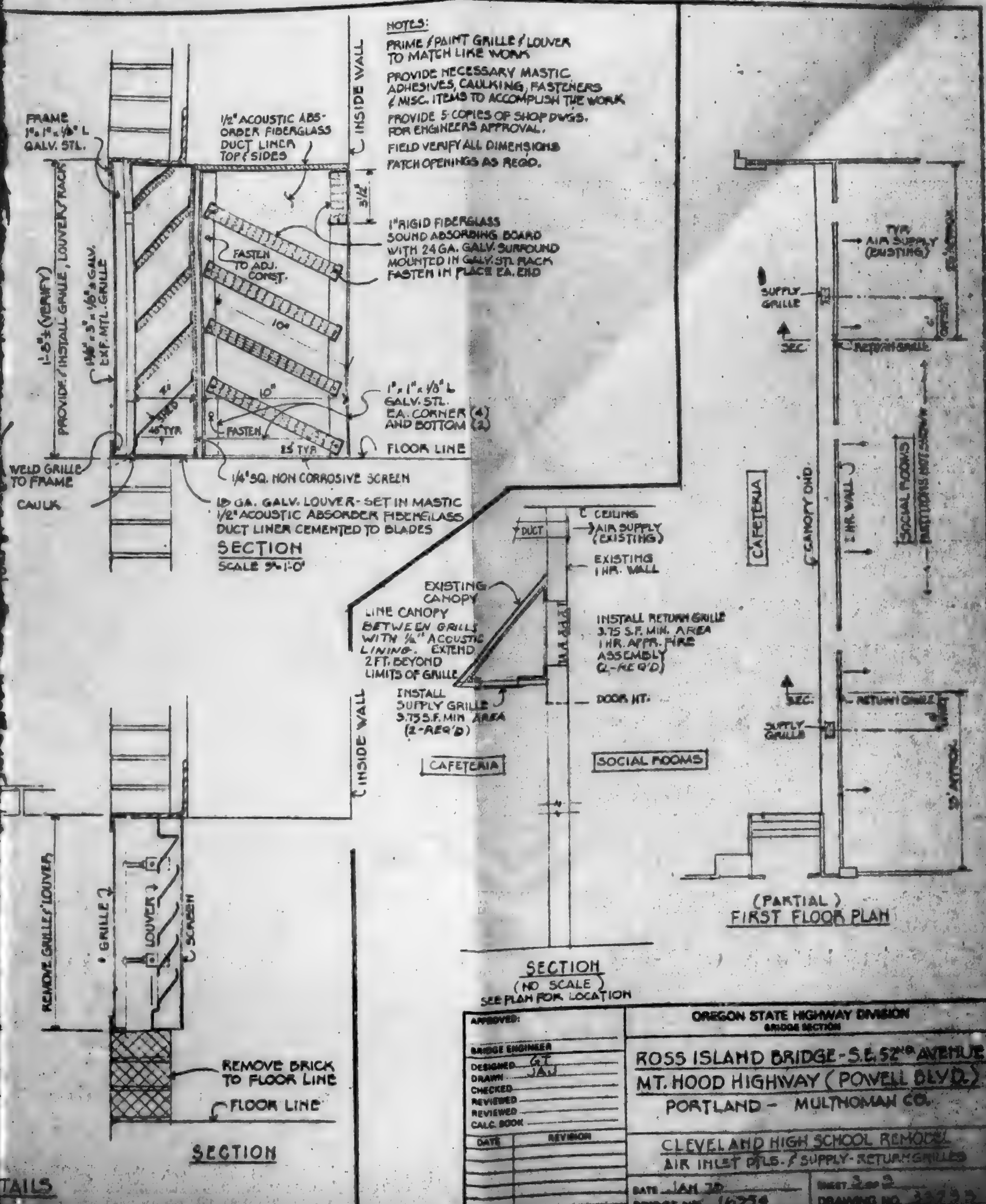
(INSTALL 10)
TYPICAL UNIT VENTILATOR AIR INLET DETAILS
SEE SHEET 2 FOR LOCATIONS


8'-11½"
CLIP
CLIP
LOUVER
REMOVE
GRILLE & LOUVER
GRILLE
CLIP
CLIP
1'-2½"
LIMITS
REMOVE BRICKWORK
TO FLOOR LINE UNDER
EXISTING GRILLES
WITHIN LIMITS SHOWN
LIMITS


REMOVE GRILLE / LOUVER
GRILLE
LOUVER

ELEVATION

(REMOVE 10)
TYPICAL UNIT VENTILATOR AIR INLET DETAILS


FRAME
1" x 1" x 1/8" L
GALV. STL.
1/2" ACOUSTIC ABSORBER FIBERGLASS DUCT LINER TOP & SIDES
INSIDE WALL
3 1/2"
1-8 ½ (VERIFY)
PROVIDE / INSTALL GRILLE, LOUVER, RACK
1 5/8" x 3" x 1/8" x GALV. EXP. MTL. GRILLE
FASTEN TO ADJ. CONST.
10"
4"
45° TYP.
FASTEN
2.5 TYP.
1" RIGID FIBERGLASS SOUND ABSORBING BOARD WITH 24 GA. GALV. SURROUND MOUNTED IN GALV. STL. RACK FASTEN IN PLACE EA. END
1" x 1" x 1/8" L GALV. STL. EA. CORNER (4) AND BOTTOM (2)
FLOOR LINE
WELD GRILLE TO FRAME
CAULK
1/4" SQ. NON CORROSIVE SCREEN
18 GA. GALV. LOUVER - SET IN MASTIC 1/2" ACOUSTIC ABSORBER FIBERGLASS DUCT LINER CEMENTED TO BLADES
SECTION
SCALE 3"=1'-0"
℄ CEILING
DUCT
AIR SUPPLY (EXISTING)
EXISTING 1 HR. WALL
EXISTING CANOPY
LINE CANOPY BETWEEN GRILLS WITH 1/2" ACOUSTIC LINING. EXTEND 2 FT. BEYOND LIMITS OF GRILLE
INSTALL RETURN GRILLE 3.75 S.F. MIN. AREA 1 HR. APPR. FIRE ASSEMBLY (2-REQ'D)
INSTALL SUPPLY GRILLE 3.75 S.F. MIN AREA (2-REQ'D)
DOOR HT.
INSIDE WALL
CAFETERIA
SOCIAL ROOMS
SECTION
(NO SCALE)
SEE PLAN FOR LOCATION
REMOVE GRILLES / LOUVERS
GRILLE
LOUVER
SCREEN
REMOVE BRICK TO FLOOR LINE
FLOOR LINE
SECTION
TAILS
TYP. AIR SUPPLY (EXISTING)
SUPPLY GRILLE
SEC.
RETURN GRILLE
CAFETERIA
CANOPY OHD.
1 HR. WALL
SOCIAL ROOMS
PARTITIONS NOT SHOWN
SEC.
RETURN GRILLE
SUPPLY GRILLE
(PARTIAL)
FIRST FLOOR PLAN

NOTES:

PRIME & PAINT GRILLE & LOUVER TO MATCH LIKE WORK

PROVIDE NECESSARY MASTIC ADHESIVES, CAULKING, FASTENERS & MISC. ITEMS TO ACCOMPLISH THE WORK

PROVIDE 5-COPIES OF SHOP DWGS. FOR ENGINEERS APPROVAL.

FIELD VERIFY ALL DIMENSIONS

PATCH OPENINGS AS REQD.

APPROVED:

BRIDGE ENGINEER
DESIGNED GT
DRAWN JAJ
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

| DATE | REVISION |
|---|---|
| | |

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

ROSS ISLAND BRIDGE - S.E. 52ND AVENUE
MT. HOOD HIGHWAY (POWELL BLVD.)
PORTLAND - MULTNOMAH CO.

CLEVELAND HIGH SCHOOL REMODEL
AIR INLET DTLS. & SUPPLY - RETURN GRILLES

DATE JAN 20
BRIDGE NO. 16254
SHEET 2 OF 2
DRAWING NO. 33793

#8748 8

STATE OF OREGON

INTEROFFICE MEMO

NOTED
E. S. HUNTER

TO: MEMO TO THE FILE

DATE: November 30, 1977

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Parry Center
Noise Mitigation

RECEIVED
TECHNICAL SERVICES
DEC 1 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Gary Potter's noise study report of June 29, 1977, identified the Parry Center as being adversely affected by Powell Boulevard noise and recommended architectural treatment for noise mitigation. The Parry Center is a non-profit, private corporation for treatment of autistic children. It is comprised of a 20-acre site with a number of buildings, only one of which is adversely affected. Powell is in a cut at this point and all except the Center's administration building are shielded by the cut bank. That building is approximately 75 feet away from the future curb line of Powell at its closest point.

NOTED
E. S. HUNTER

Noise measurements taken at the administration building and projected to the year 2000 for the peak truck hour indicate that an $L_{10}$ noise level of 52 dBA may be expected inside the administration building with the windows closed. This is 3 dBA below the $L_{10}$ 55 dBA design limit quoted by part 7.7.3 of the Federal Aid Highway Program Manual.

Thus, by sealing the windows on the Powell Boulevard side of the administration building and providing a ventilation system to offset the resultant loss of air circulation, the Federal guidelines may be met.

To this end, Gordon Ballard, Gary Teeter and myself, have been meeting with the Parry Center Board of Directors, specifically Ross Miller, Doug Tracy, Ralph Appleman, Neil Farnham and Keith Kruchek.

At our last meeting, held on November 29, Keith Kruchek, who is a consulting engineer for the Center, presented a proposed plan for the ventilation system. He also gave a set of building plans to Gordon Ballard. With this basic information, Ballard and Teeter will design the ventilation system.

Ballard anticipates completion of the preliminary plans the first part of January, 1978. At that point, we will seek approval of the Parry Center Board and final plans will be drawn up from the results of that meeting.

On November 9, 1977, Interdisciplinary Team No. 1 stated that this work should be carried out under a general services contract rather than through right-of-way negotiation or with the project construction contract. Installation of the ventilation system will be accomplished by that method.

SDC/ldo

cc: F. B. Klaboe
[redacted]
R. N. Bothman
W. J. Hart
E. L. Hardt
D. R. Adams
G. A. Potter
M. J. Klotz
J. D. McClure
G. Ballard
G. Teeter
G. W. Kaiser

81-125-1967

8748

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Metropolitan Engineer

DATE: October 12, 1977

FROM: Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
E. S. HUNTER

SUBJECT:
Ross Island Br.-S.E. 52nd Ave. Sec.
(Powell Blvd.)
Cleveland High School Noise Mitigation

Enclosed is a copy of a Memo to the Files from Gary Teeter of my staff proposing a sound mitigation system for Cleveland High School. I believe this proposal may best be implemented through the architectural firm and contractor now employed by the Portland School District.

Our design section can provide a preliminary design and a cost estimate (about $80,000) for the required work. The School District and their architect can take it from there. I have talked informally with Chris Christianson of FHWA and he believes this to be a logical procedure. A separate architectural agreement or supplement to the School District's agreement, using our format, can be made covering the work required. An addition to the existing construction contract can be made to cover actual construction work provided cost can be justified.

Since the school contractor is now well along in completing the third floor remodeling, we don't know if this proposal would be satisfactory to him. If you approve of this proposal, please contact the School District for their concurrence.

If all parties are in accord, we can obtain formal approval from FHWA.

GJB:dh

Enclosure

cc E. S. Hunter /w/ encl.
J. H. Versteeg /w/ encl.
C. T. Christianson, FHWA, /w/ encl.

RECEIVED
TECHNICAL SERVICES
OCT 12 '77
REFER TO
FO

| Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-:387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 11, 1977

FILE:

Gary C. Teeter

FROM: Gary C. Teeter
Senior Mechanical Engineer

TO: Memo to the File

SUBJECT:

Ross Island Bridge-S.E. 52nd Ave.
Cleveland High School Noise Mitigation

Thursday, October 6, 1977, Gordon Ballard, Steve Crouch, and I visited Cleveland High School to obtain preliminary information for the design of the architectural modification required to reduce noise in the classrooms on the first and second floors to acceptable levels. The modifications required, as identified by the Environmental Section, are double glazing of all windows on the south side of the building, double glazing of part of the windows on the west side of the building, and providing a new system to cool and ventilate the rooms whose windows are sealed.

The third floor of the building is presently being extensively remodeled. This work includes providing double glazed windows on the third floor as well as a new ventilation system.

The double glazing system being used on the third floor windows is excellent and should be used on the first two floors as well. A new aluminum framed window is attached to the existing wooden stops inside the existing windows. The new frames are equipped with hinges and catches that allow the windows to be swung open for cleaning. The advantages of this system are retention of the architectural appearance of the existing windows and ease of installation and low cost of new units.

Installation of the new ventilation system should be relatively easy. There appears to be adequate room above the suspended ceiling in the hall on the second floor to install the ductwork required to ventilate that floor. A ventilation system exists on the first floor, and much of its ductwork is exposed. It is doubtful that the existing system will be adequate when the windows are sealed, but it may be possible to utilize much of the existing system. It should be possible to install the required fans and other mechanical equipment in the light well above the cafeteria.

Design of the environmental system could be rather complex. Some of the key things that need to be investigated are

- 1 - Can the existing ventilation system be retained?

- 2 - Would it be cheaper to cool the rooms than provide large amounts of ventilation?

- 3 - If large amounts of ventilation are required, would heat exchangers be cost effective.

- 4 - What control system is required?

I recommend that the school district be contacted to see if the necessary work can be done under a price agreement arrangement with the contractor and architect presently doing the third floor remodeling. The mechanical engineer who did the HVAC design for the third floor would probably be the one most qualified to design the system for the first two floors because of his experience with the building. Tacking this work onto the existing contract should expedite the job.

GCT:dh

cc R. W. Ellison
R. N. Bothman
Steve Crouch

Copy to
Christensen FHWA
10-12-77
[illegible]

8748

2

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

June 29, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Report
Ross Island Bridge-SE 52nd Avenue
Mt. Hood Highway (Powell Boulevard)

TO: E. S. Hunter
Deputy State Highway Engineer

The attached noise study report and correspondence deals with the noise mitigation potential on the subject project.

The project increases noise only slightly, and the heavily urbanized setting precludes most acceptable mitigation measures. Mitigation for most of the receptors is not feasible due to low achievable noise reductions, inequity of treatment, potential hindrance of law enforcement activities, and adverse aesthetic effects.

Therefore, the recommendation is that noise mitigation efforts be applied (where feasible) to public institutions only. I recommend architectural treatment for Cleveland High School and the Parry Center, and either architectural treatment or a barrier for Creston School.

If you concur in these recommendations, I recommend this package be forwarded to design for cost estimates to be assigned. The package will then be ready for forwarding to FHWA for approval.

GAP:ss

Attachment

cc: R. N. Bothman

6-29-77

cc Potter
Short = I Agree, Wert Ale supply w/eve estimates as needed

ESH

RECEIVED
STATE HWY ENGR
JUN 29 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

26-1997

STATE OF OREGO

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Environmental Section

DATE: June 2, 1977

FROM: JEF KAISER
Environmentalist

SUBJECT: Ross Island Bridge-S.E. 52nd Avenue
Mt. Hood Highway (Powell Boulevard)
Noise Mitigation Report

RECEIVED
ENVIRONMENTAL
SECTION
JUN 6 1977
Referred to ____________

In the course of analyzing the noise impacts of this project, 26 critical receptors and 13 sites for possible noise barriers were identified (Fig. No. 1). I have reviewed each of these sites and offer the following discussion and recommendations.

The noise study for the negative declaration has revealed that the proposed improvements to Powell Boulevard will result in only a 1-2 dBA increase which, generally speaking, is imperceptable. Therefore, any noise mitigation effort will be for the purpose of solving an existing noise problem. The solutions, however, are aggravated by a heavily urbanized setting with noise sensitive land use occurring adjacent to Powell, very complex sound wave patterns caused by reflecting and shielding structures, and poor spatial circumstances to develop effective sound barriers.

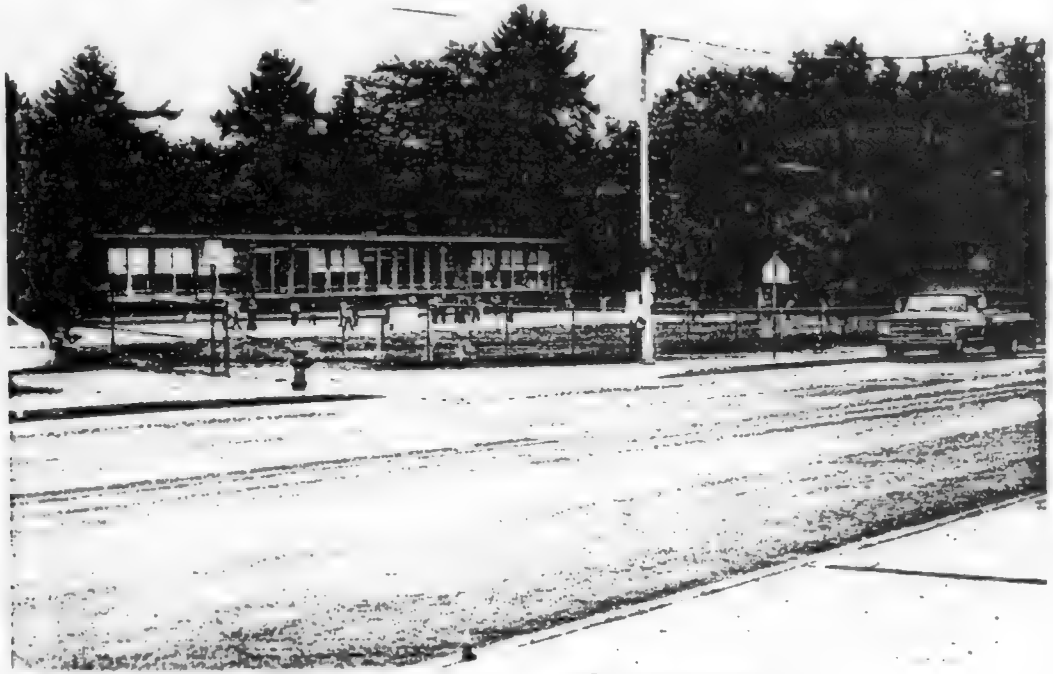
For receptors 1-4, 7-9, 12-18, 20-22, and 24 and 25, noise mitigating measures are probably not feasible or practical. These are all residential units (either apartments or single family residential) except one motel. Their close proximity to the noise source would make architectural mitigation (double glazing, ventilation, etc.) only partially effective at best. In addition, the age and condition of most of these structures make extensive architectural treatment economically unjustified. Noise walls would not be effective fronting the receptor only, as they would be too short. Noise walls adjacent to the roadway would also cause law enforcement problems and would be contrary to the adopted objective of improving the boulevard's aesthetic quality.

Powell Park is technically a critical receptor, however, the use of the park is primarily for team sport activities which, by their nature, are not as noise sensative as other types of park use found elsewhere. A noise wall would be aesthetically undesirable and would create a visability problem for police patrolling the area.

Creston Park would benefit from a wall, although, most of the park use is set back from the roadway and depressed. The slight reduction in noise afforded by the wall may not justify the cost involved. The wall would also partially obscure the view of attractive park vegetation for the roadway user, thus reducing a positive aesthetic feature for Powell Boulevard.

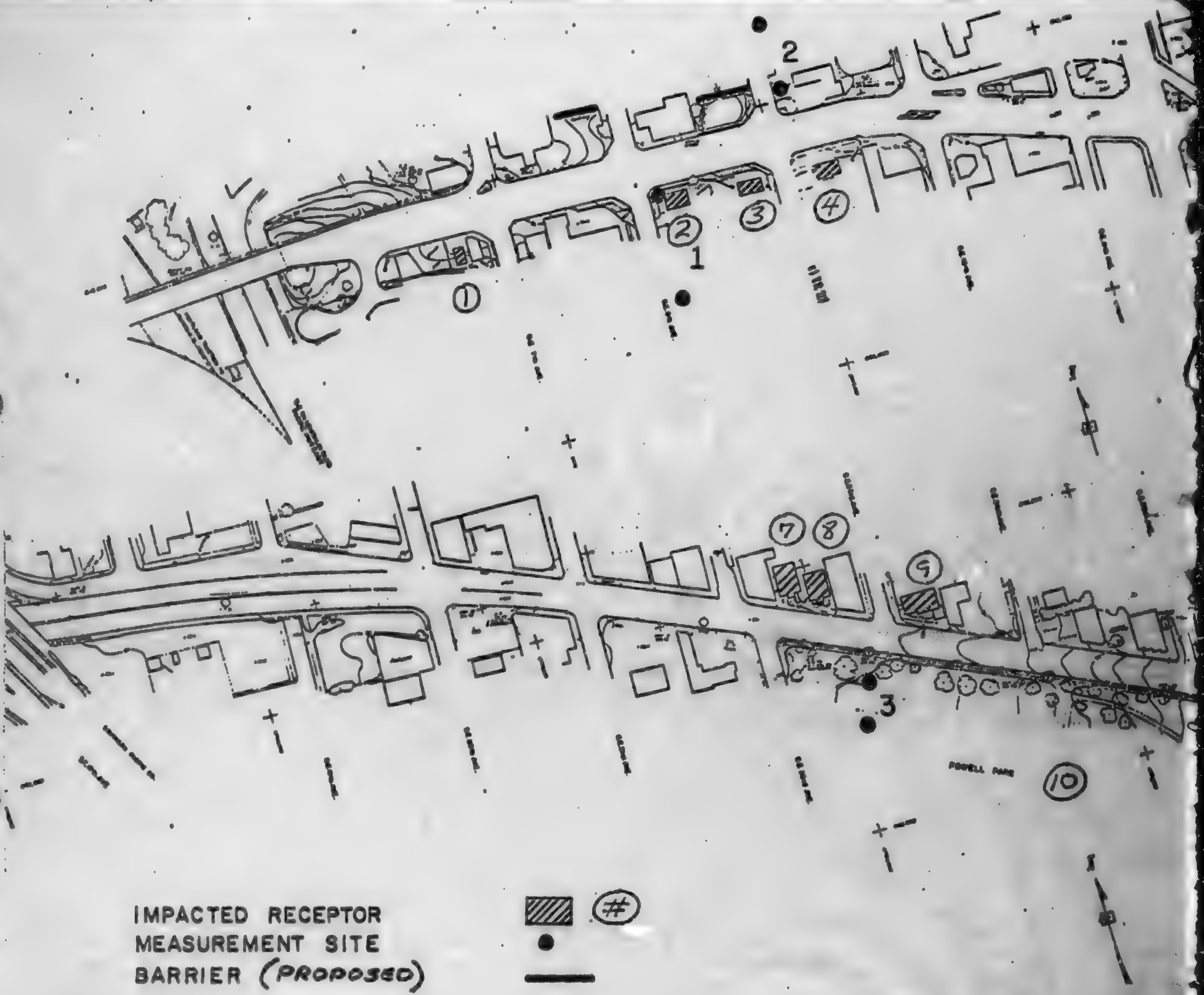
The mitigation of a severe noise problem for Cleveland High School has already been included as a part of the project. The first and second floor windows will be sealed and double glazed on the south side and 25 windows deep on the west side. A ventilation system for those rooms affected by the permanently closed windows will also be included.

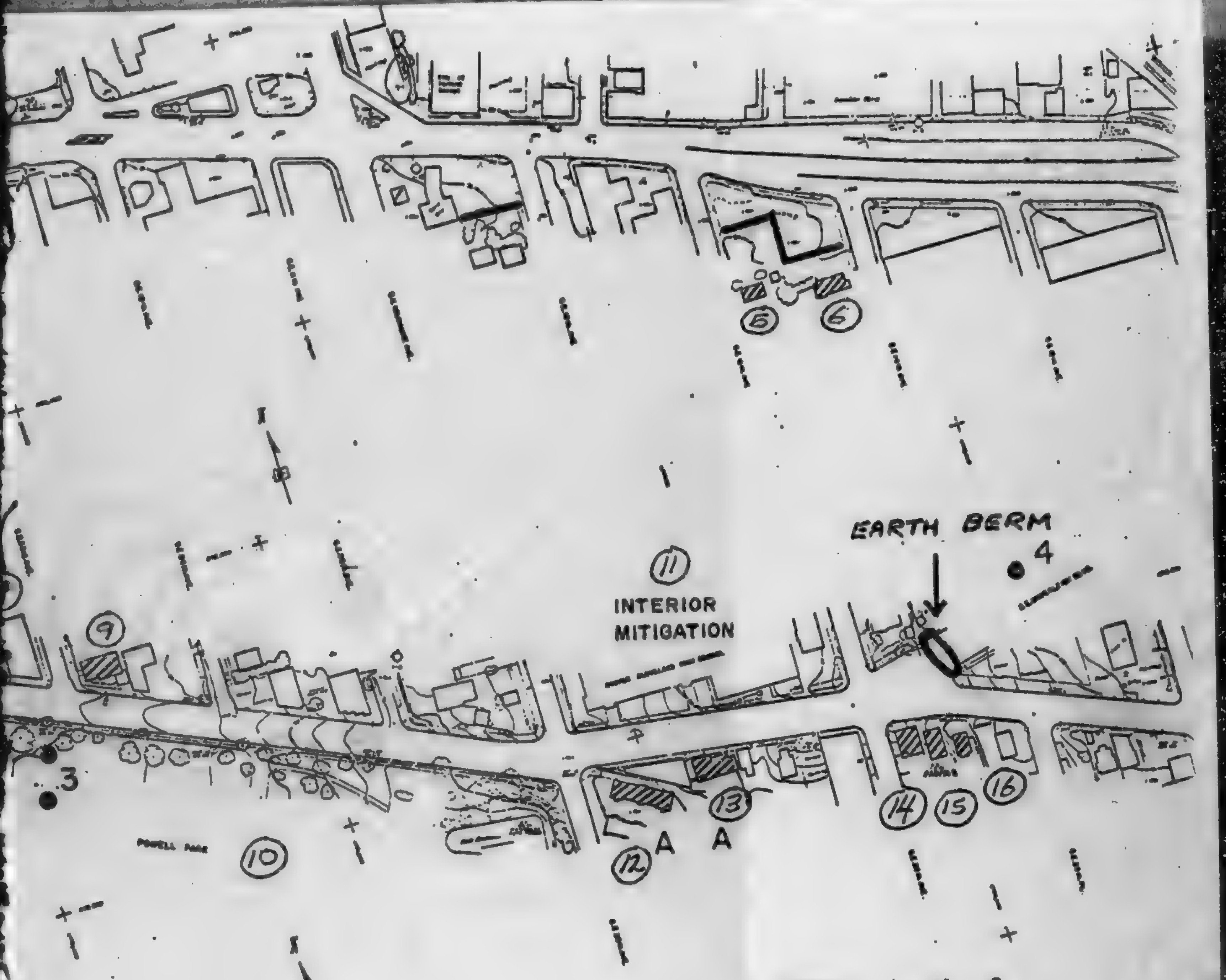
A wall has been proposed for Creston School (Fig. No. 1), however, architectural mitigation may also be a consideration. The wall may present the aforementioned police problem unless the playground area between the proposed barrier and the affected classrooms could be fenced to prohibit public access behind the noise wall.



CRESTON SCHOOL

CRESTON SCHOOL


2
①
②
③
④
1
⑦
⑧
⑨
3
⑩
IMPACTED RECEPTOR ▨ (#)
MEASUREMENT SITE ●
BARRIER (PROPOSED) —

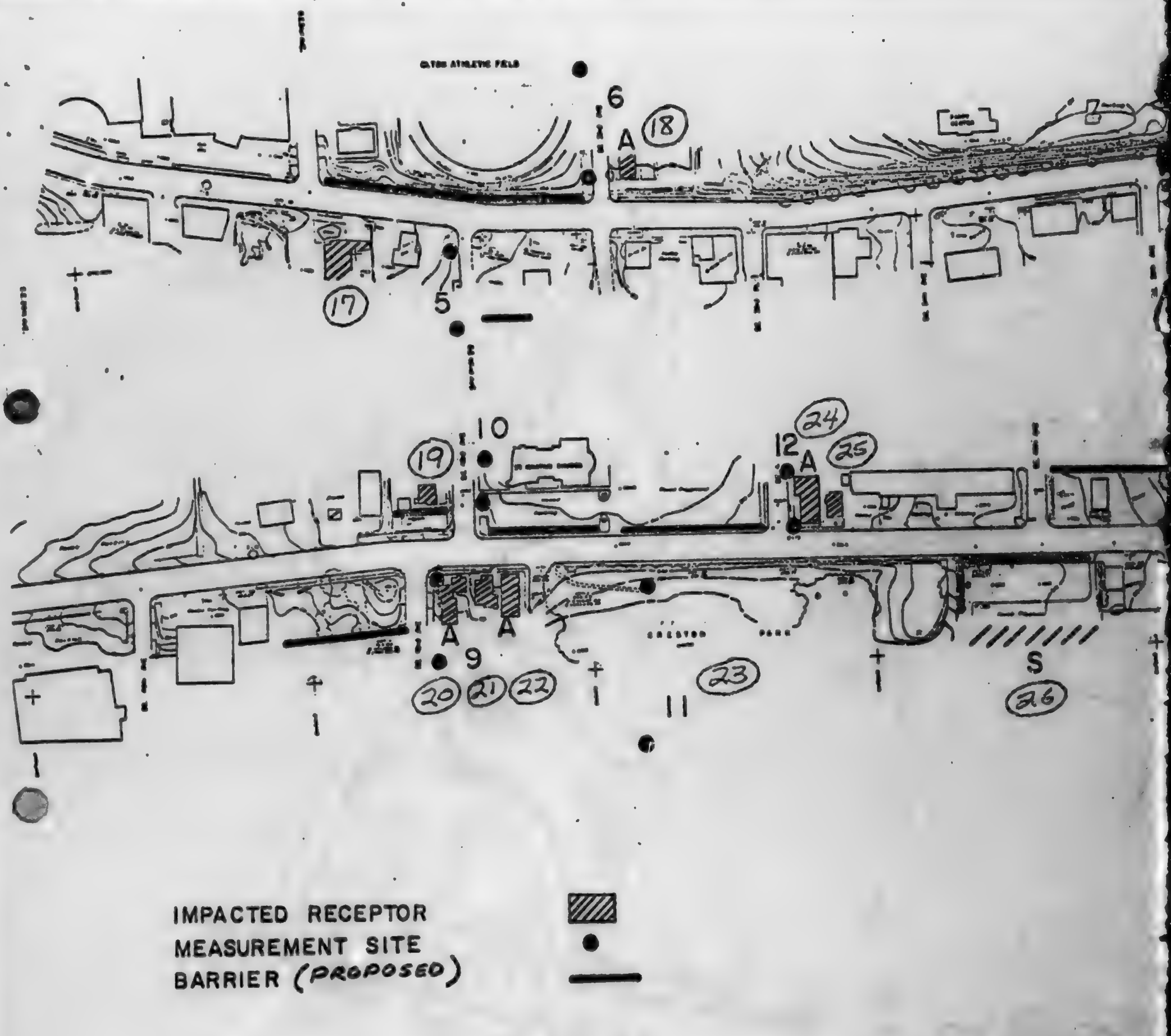

EARTH BERM
4
11
INTERIOR
MITIGATION
9
3
POWELL PARK
10
12
A
A
13
14
15
16
5
6

Sheet 1 of 2

Figure 1

## NOISE MEASUREMENT SITE & MITIGATION LOCATIONS

ROSS ISLAND BR.- S.E. 52nd
POWELL BLVD.


ATHLETIC FIELD
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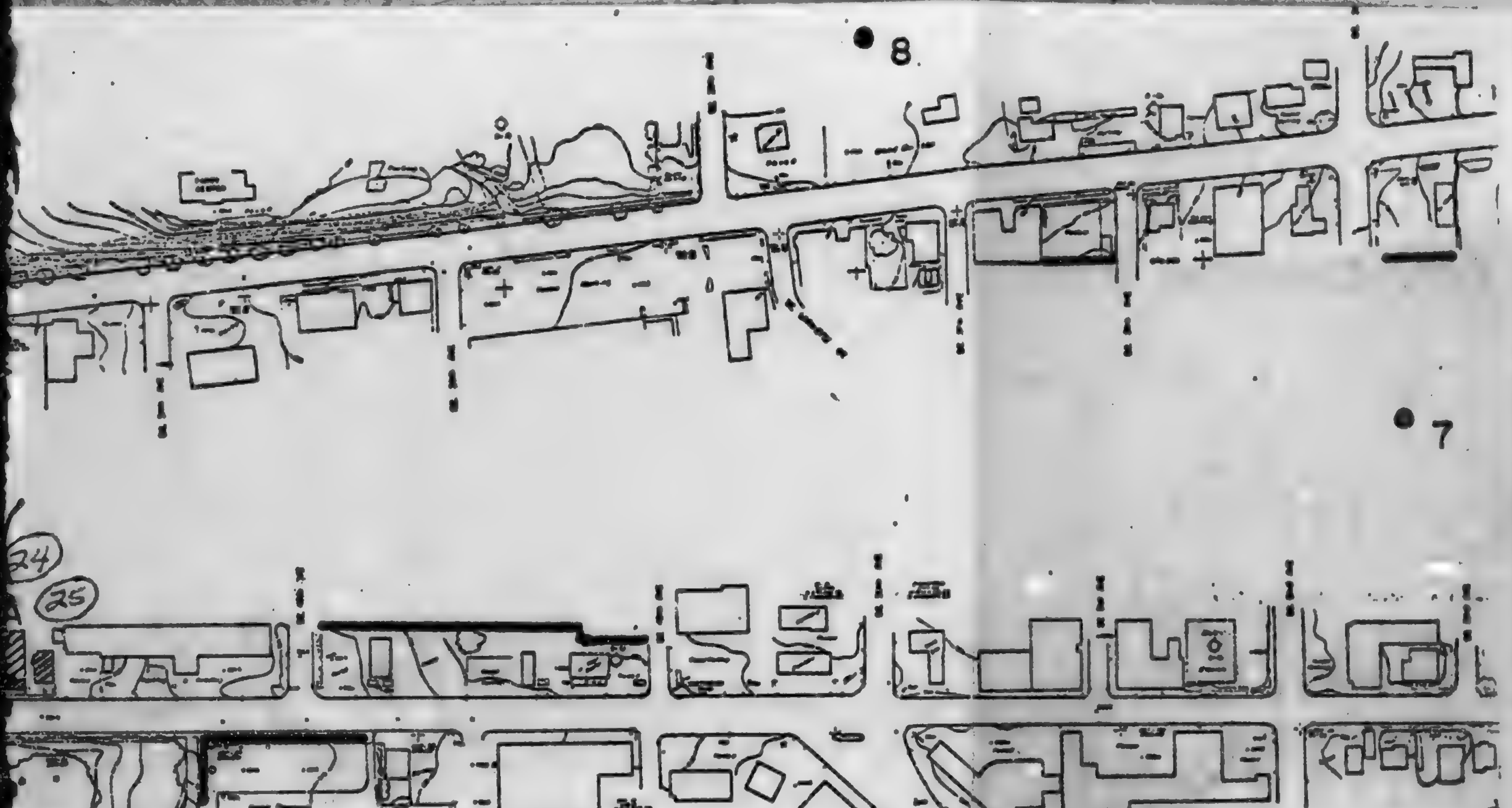
26
IMPACTED RECEPTOR ▨
MEASUREMENT SITE ●
BARRIER (PROPOSED) —



Sheet 2 of 2

Figure 1

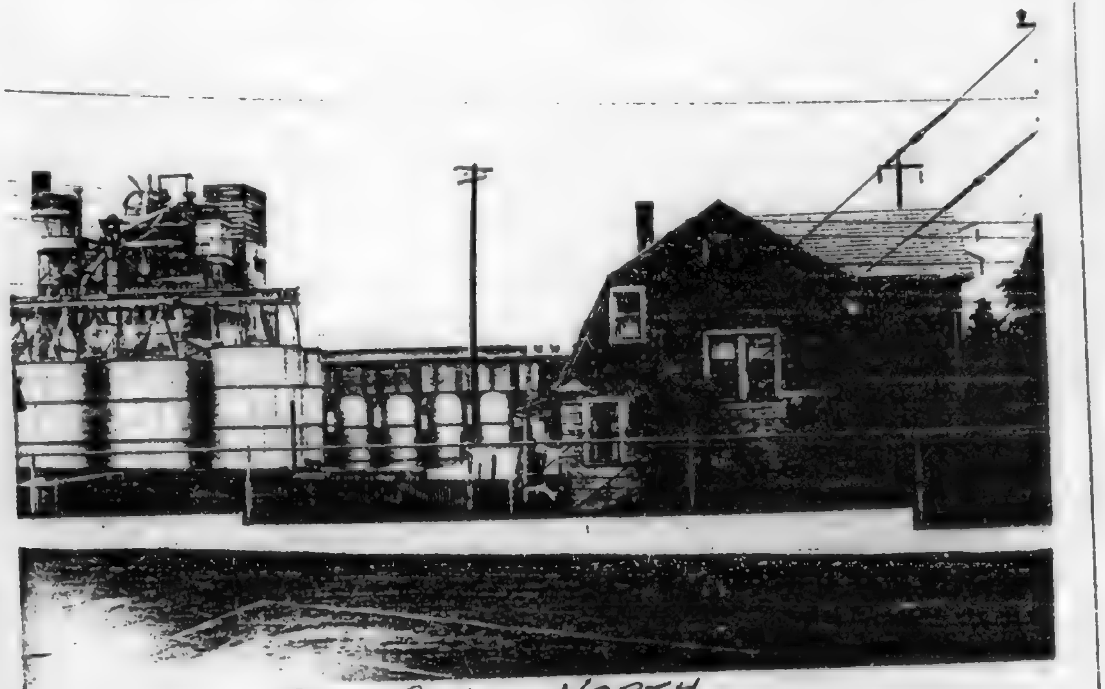
NOISE MEASUREMENT SITE
& MITIGATION LOCATIONS
ROSS ISLAND BR.-S.E. 52nd
POWELL BLVD.

The Parry Center was not identified as a sensitive receptor. This apparently was an oversight as noise levels, particularly for the administration building, appear to be far in excess of federal design standards. Architectural mitigation seems to be the only alternative. A noise wall of sufficient height to shield the upper floor of a structure already elevated by topography would be impractical. Noise measurements and an attenuation feasibility study should be accomplished for this institution.

Only two of the 22 critical residential receptors identified were found to be in a circumstance where it may be possible to provide mitigation. These are receptors 5 and 6 (Fig. No. 1). A noise wall was proposed. One of the residential units has subsequently been shielded by a newly constructed commercial establishment, leaving only the east unit in need of mitigation.

The remainder of the wall sites, which were proposed, are for residential and institutional areas not identified as critical receptors but which are still receiving noise levels in excess of federal standards.

At 9th Avenue off the north side of Powell, a wall was proposed for a single family residential structure.



9TH AVE. NORTH

The structure was found to be degraded and presently unoccupied. Further, the noise from the adjacent industrial land use probably has as much of an impact on the unit as Powell traffic, hence a wall is likely to have little value.

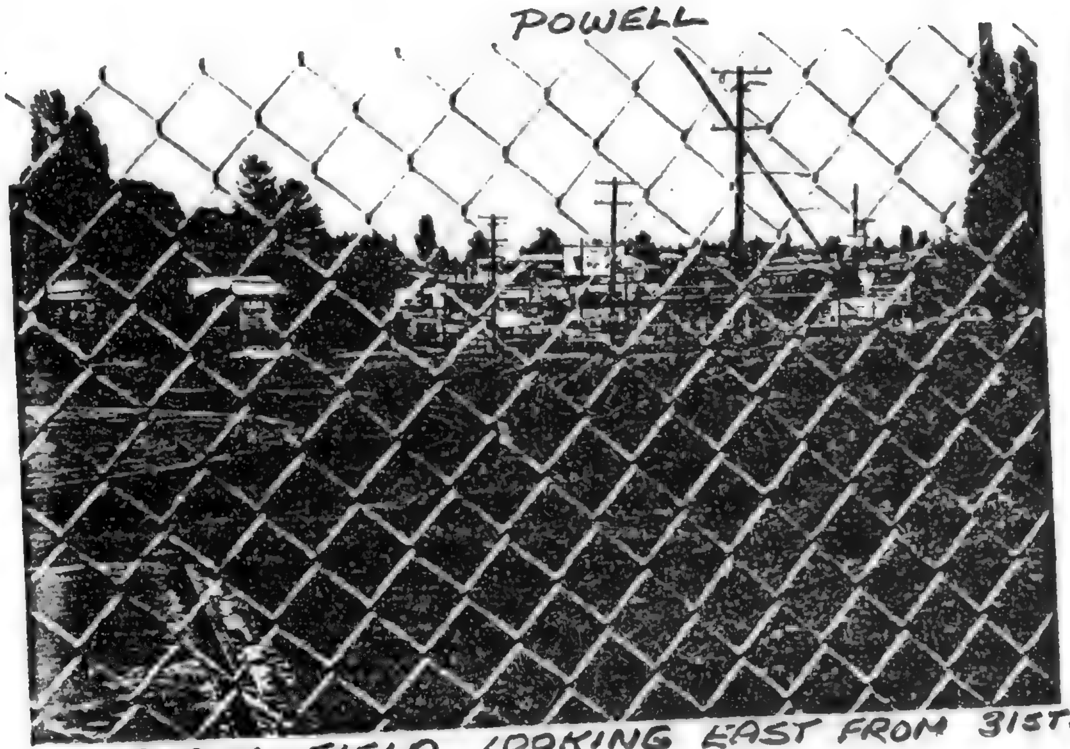
A wall was also proposed for a residential structure at 9th Avenue off the north side of Powell. Again, background industrial noise and the necessary short length of the wall would likely provide very little total noise reduction for this house.

Between Milwaukie and 12th avenues off the south side of Powell, a wall was proposed to shield two residential units. A large commercial building has since been erected providing essentially the same barrier effect as the wall might have had, hence a wall is probably no longer warranted.

An earth berm was proposed across Waverleigh Boulevard at the point where Waverleigh will be closed to Powell traffic. In that Waverleigh rises in elevation from Powell, any noise barrier would have to be of substantial height to effectively block the line-of-sight from source to receptors. Even if the height was adequate, it is doubtful that the barrier would be effective due to its short length. The site's close proximity to Cleveland High School and the considerable youth traffic passing through the area enroute to McDonald's Restaurant or Elton Athletic Field may result in a potential low visibility area, encouraging criminal activity.

A wall fronting Elton Athletic Field was proposed. The field is used for Cleveland High School P.E. programs, organized community team sport activities, and neighborhood jogging enthusiasts. It is questionable whether the minor reduction in noise, afforded by a sound wall, would significantly alter the quality of recreational use of this area. Again, reduced visibility from Powell would hinder police surveillance.

ELTON FIELD FROM POWELL



ELTON FIELD LOOKING EAST FROM 31ST.

At 32nd Avenue, off the south side of Powell, a wall was proposed for a two-story apartment complex. It would be unrealistic to construct a wall high enough to shield both stories, however, a wall for the lower level would be unequitable but possible.

32ND AVE. SOUTH

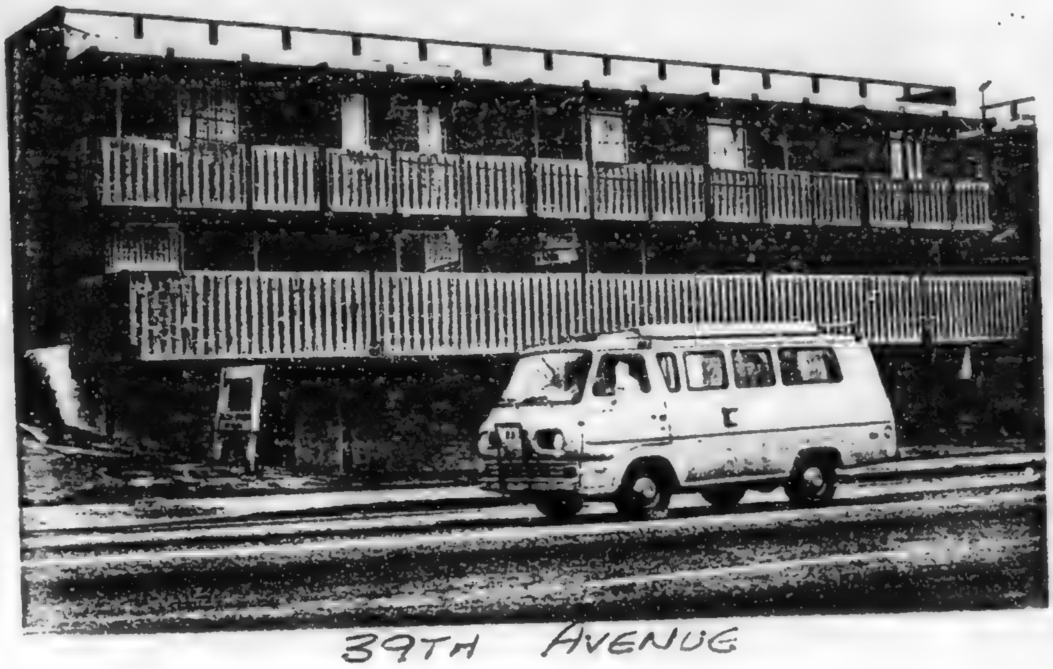
A noise wall to be constructed on top of an existing retaining wall was proposed for a single family residence located on 38th Avenue, south of Powell. The land use between Powell and this residence is presently a storage area for recreational vehicles which may provide some attenuation value.

38TH AVE. SOUTH

Two noise treatments were proposed for an apartment complex located on the east side of 39th Avenue, south of Powell. First, for the noise generated by Powell traffic, a wall was proposed to be constructed on top of an existing retaining wall. Only the first level of the structure could be protected.

Cigarettes
All Sizes
44¢
Per Pack
POWELL
39TH

And second, the noise generated from improvements on 39th Avenue, which would move traffic approximately 10 feet closer to the complex, might be attenuated somewhat by the installation of noise panels on the balcony railings of both floors.



39TH AVENUE

The owner may object to the possible adverse aesthetic impact of these panels as well as to their interference with apartment ventilation.

A wall was proposed for a two-story apartment complex on 42nd Avenue south of Powell. The complex is depressed so that only the upper floor is exposed to direct traffic noise. A wall would benefit the structure, however, a fast food restaurant is proposed for the vacant lot separating the complex from Powell, in which case, the commercial structure would provide some shielding effect.

NO
LEFT
TURN

42ND SOUTH

A wall has been proposed for a single family house on 43rd Avenue, north of Powell. The length of the wall would probably be too short to provide any significant attenuation.

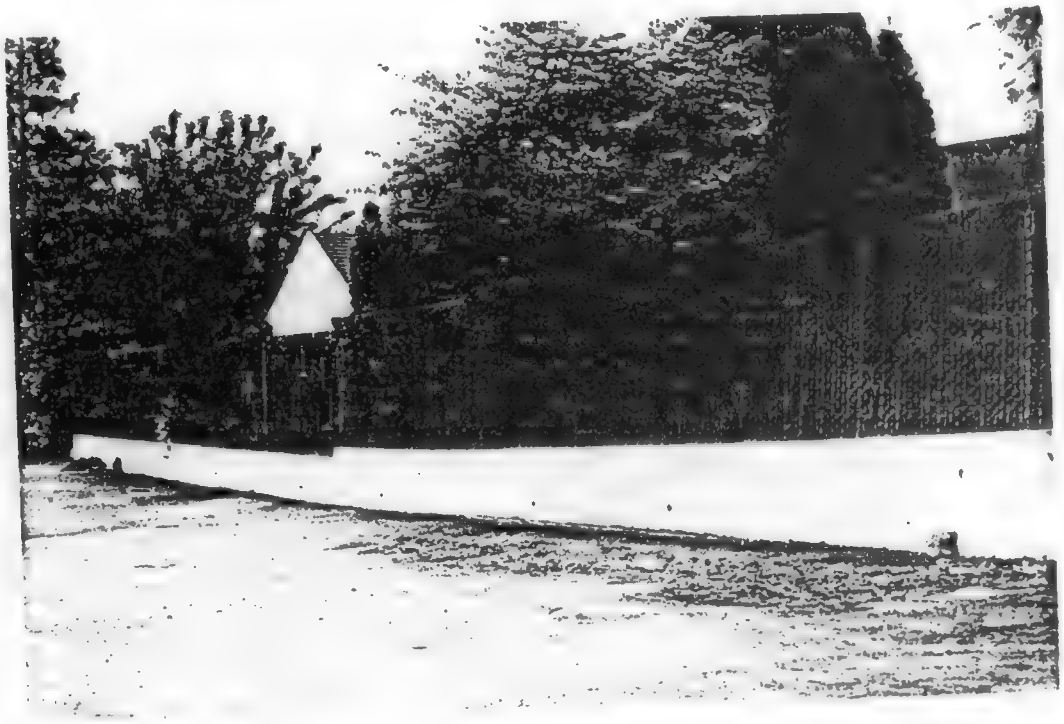
NO
LEFT
TURN

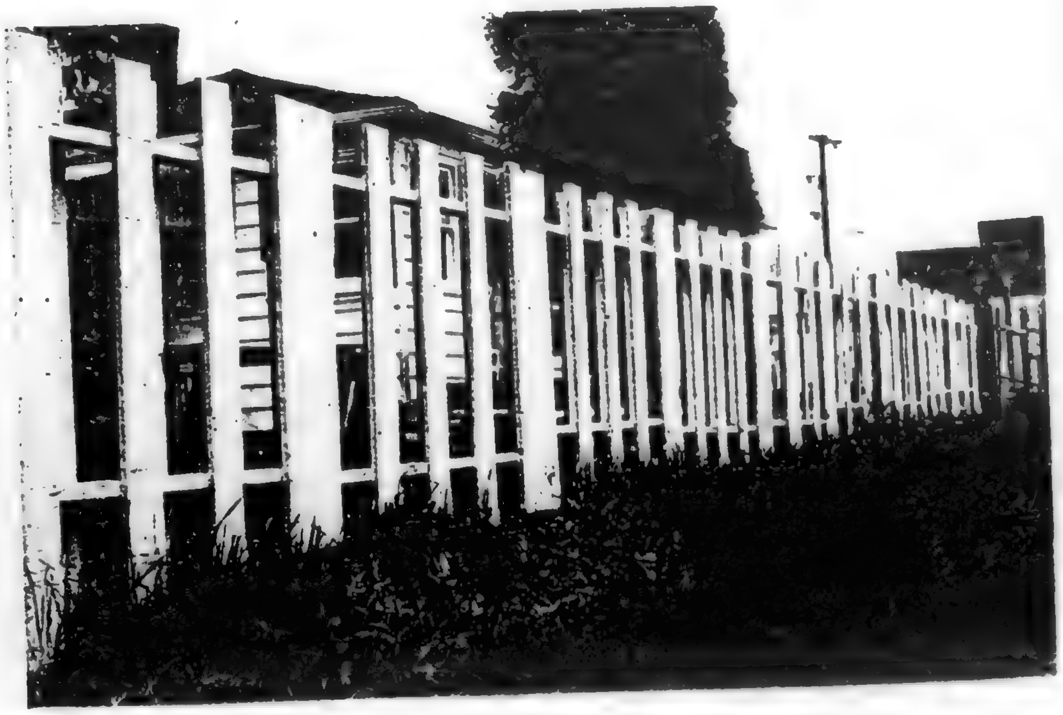
St. Ignatius Church and school has been proposed to receive a frontage wall. The school building is set back far enough that noise is probably a marginal problem for the classrooms. The wall would serve the church and playground area. Sight distance for turning movements at 42nd Avenue and the church parking access may be hindered by the barrier. In addition, a potential for encouraging criminal activity on the playground may result.

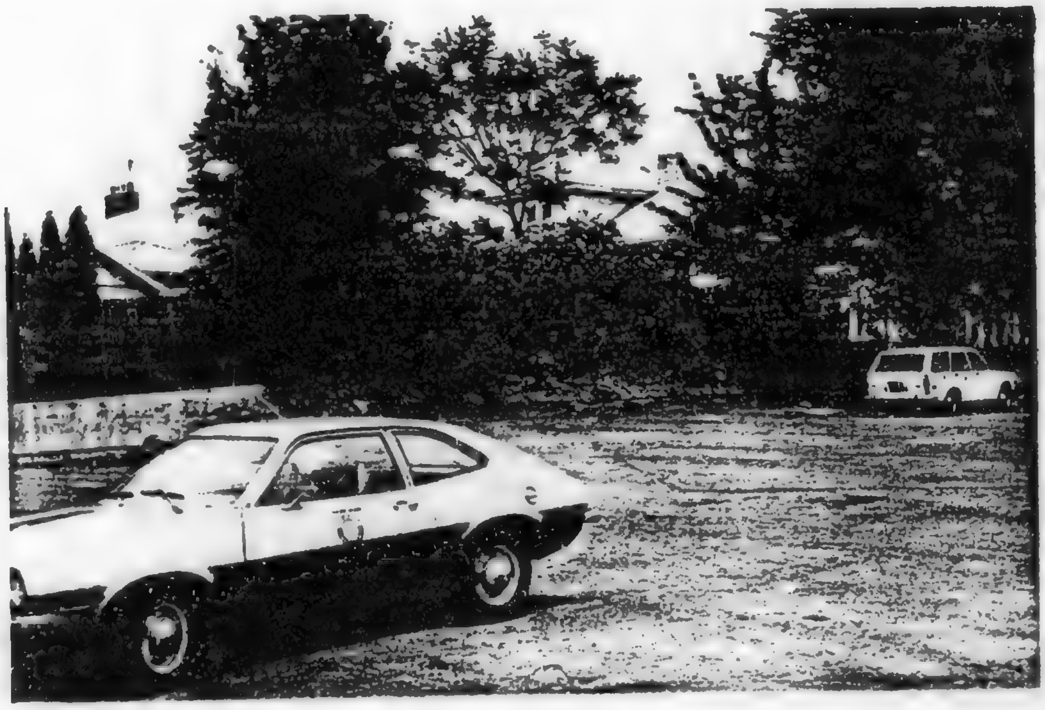
ST. IGNATIUS

ST. IGNATIUS

Finally, a continuous wall was proposed for the north side of Powell from 47th Avenue to 49th Avenue behind the commercial use strip. The proposed wall would replace existing backyard fences and would probably provide significant shielding without altering existing visibility or aesthetic conditions.







In the above, I have attempted to describe the magnitude of possible noise mitigation projects that could be included in the Powell project. Frankly, I feel that most of them would create more problems than they would solve.

I showed these proposals to the City of Portland Bureau of Police, Department of Planning and Research. Their reaction was that the Powell area, particularly between 39th and 82nd avenues, is one of the highest crime areas in the city (Attachment A). They felt that any barriers which would reduce visibility, or provide hiding places, or interfere with an officer in pursuit on foot, would be undesirable from a police standpoint. They were particularly concerned about walls blocking the visibility of school yards (i.e., Creston and St. Ignatius schools) and parks (i.e., Powell Park). They did not object to a wall along Creston Park as the visibility was already masked by vegetation and the park is normally patrolled via the access at 42nd Avenue.

Apart from the potential crime problem, the inequity of treatment should also be a consideration. Only two out of 21 critical residential receptors were proposed for possible exterior mitigation. The majority of the walls proposed were for non-critical receptors (based on the criteria used to identify a critical residential receptor).

I feel that with the exception of the walls proposed between 47th and 49th avenues, Creston School, and Creston Park, the proposed noise barriers are generally too short to provide any significant noise reduction; and the cost of their construction would not be justified.

An additional point for consideration is that after an extensive public involvement process which included a public hearing, the only noise problems brought to our attention were Cleveland High School, the Parry Center, Creston Elementary School, and the historic Poulson House. Other receptors, although many are critically impacted by existing noise, have apparently accepted or adapted to the consequences of living along a major arterial.

I recommend that noise mitigation efforts on this project be limited to public institutions only. Specifically, Cleveland High School, Parry Center, and Creston Elementary School. We may also want to include Creston Park, but the uses of Powell Park and Elton Field do not seem to be seriously affected by the noise. The benefit of a wall fronting the institution of St. Ignatius does not appear to outweigh the adverse consequences of negative aesthetic impacts, a crime potential, and a poor sight distance for vehicles turning at 42nd Avenue and the access to the church parking lot.

A noise barrier is feasible at Creston School if the front schoolyard is fenced to unauthorized access; otherwise, architectural mitigation should be investigated. Cleveland High School and the administration building of the Parry Center can only be architecturally treated.

Mitigation for the remainder of the receptors in the corridor does not seem reasonable or practical due to generally low achievable noise reductions, inequity of treatment, encouragement of criminal activity, adverse aesthetic impacts, or the apparent lack of significant concern over noise as shown in the citizen involvement process.

I hope this helps to put the noise issue on Powell in better perspective. We should decide fairly quickly what we plan to do for noise on Powell so that any required changes to design, right-of-way, and funding will not delay the project schedule.

JK/ldo

Attachments

ATTACHMENT A

- TAKEN FROM
PORTLAND BUREAU OF POLICE
1976 ANNUAL REPORT

ALL OFFENSES

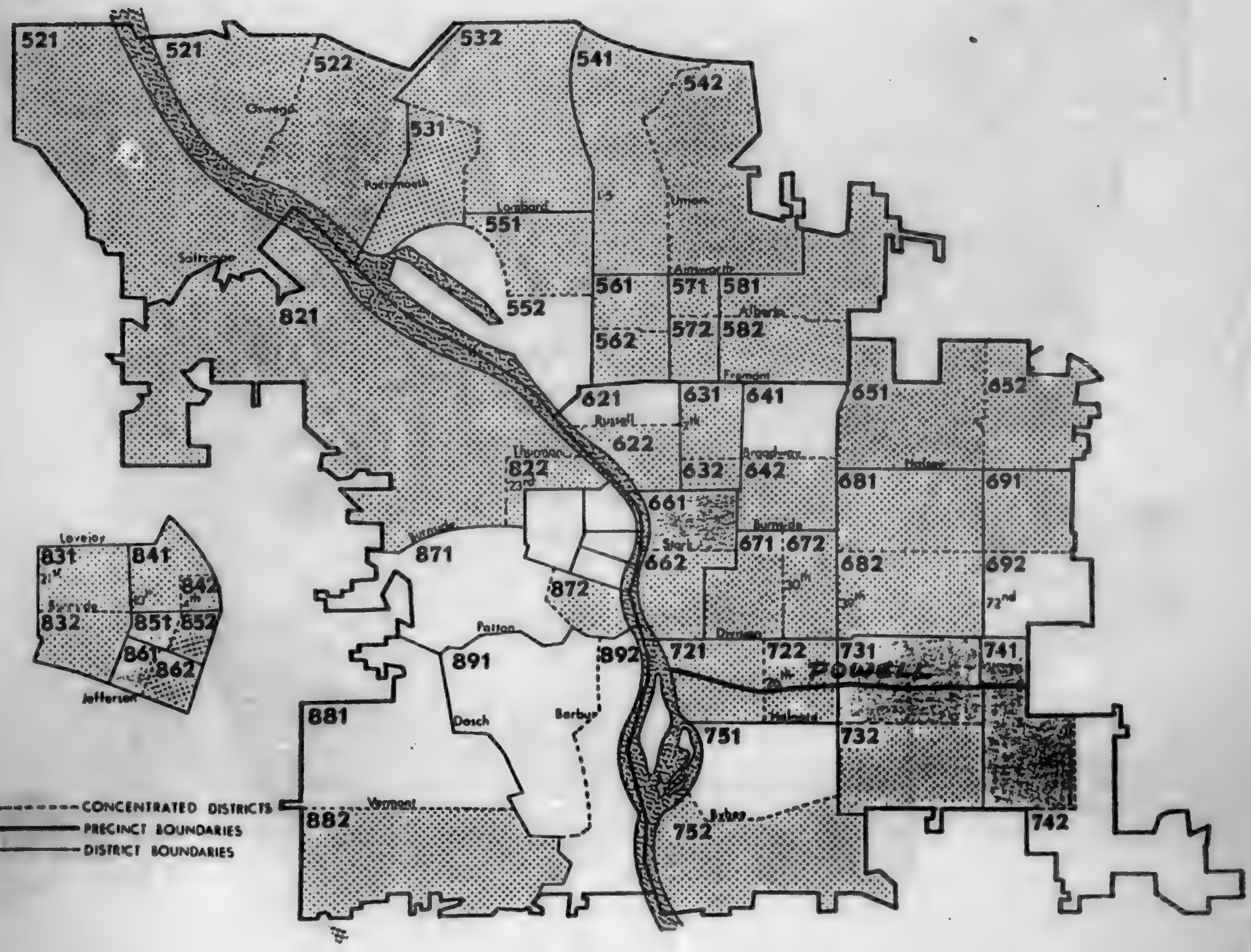
Below 1200 ☐

1201 - 1600 ▨

1601 - 2000 ▨

2001 - 2500 ▨

Above 2500 ■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Division
Powell
Holgate
Lovejoy
Jefferson
Patton
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Barbur
Vermont
CONCENTRATED DISTRICTS
PRECINCT BOUNDARIES
DISTRICT BOUNDARIES

PART I OFFENSES

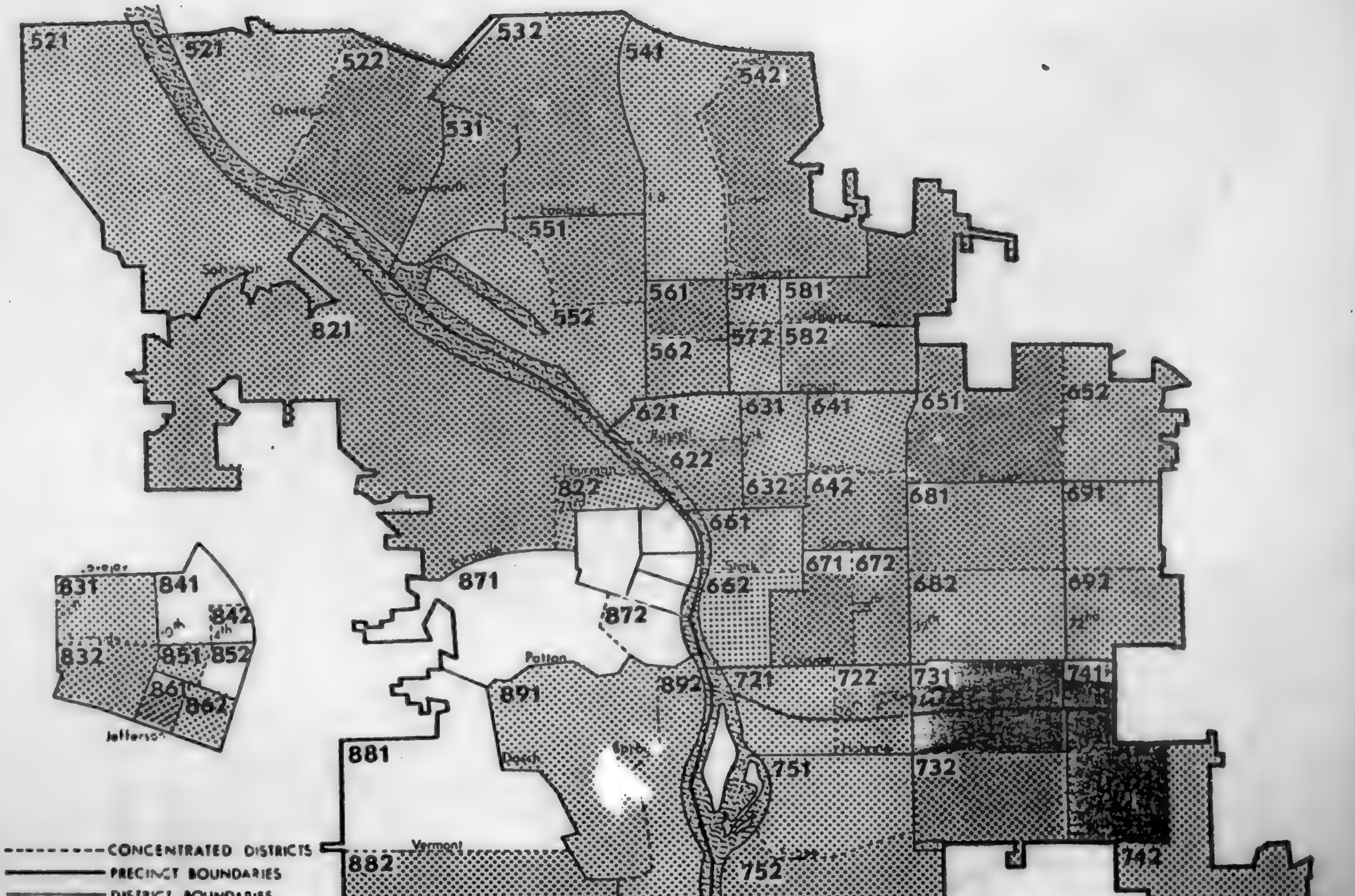
Below 500 ☐

500 - 750 ▨

751 - 1000 ▨

1000 - 1250 ▨

Above 1250 ■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PRECINCT BOUNDARIES
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PART II OFFENSES

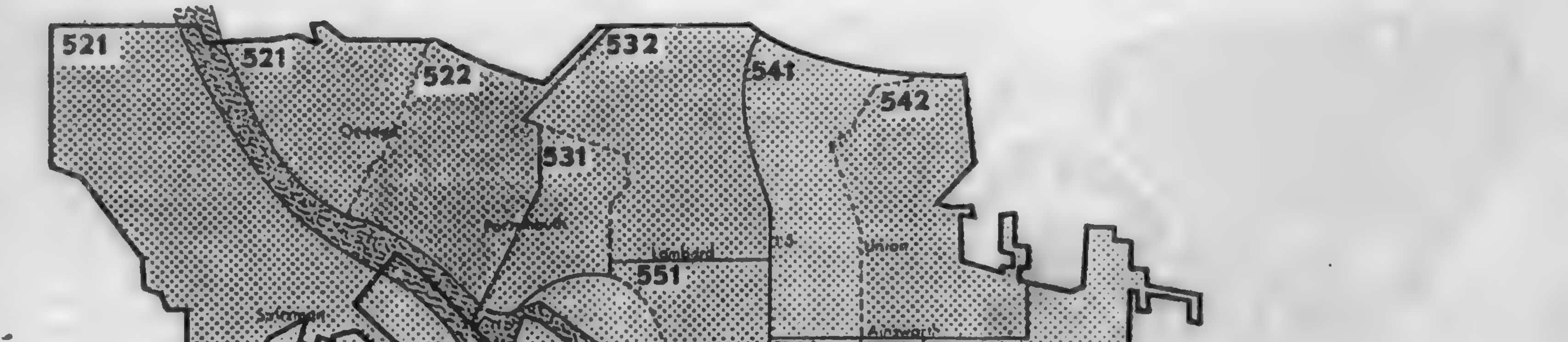
Below 200 ☐

201 - 325 ▨

326 - 450 ▨

451 - 575 ▨

Above 575 ■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CONCENTRATED DISTRICTS
PRECINCT BOUNDARIES
DISTRICT BOUNDARIES

## PART III OFFENSES

Below 300 ☐

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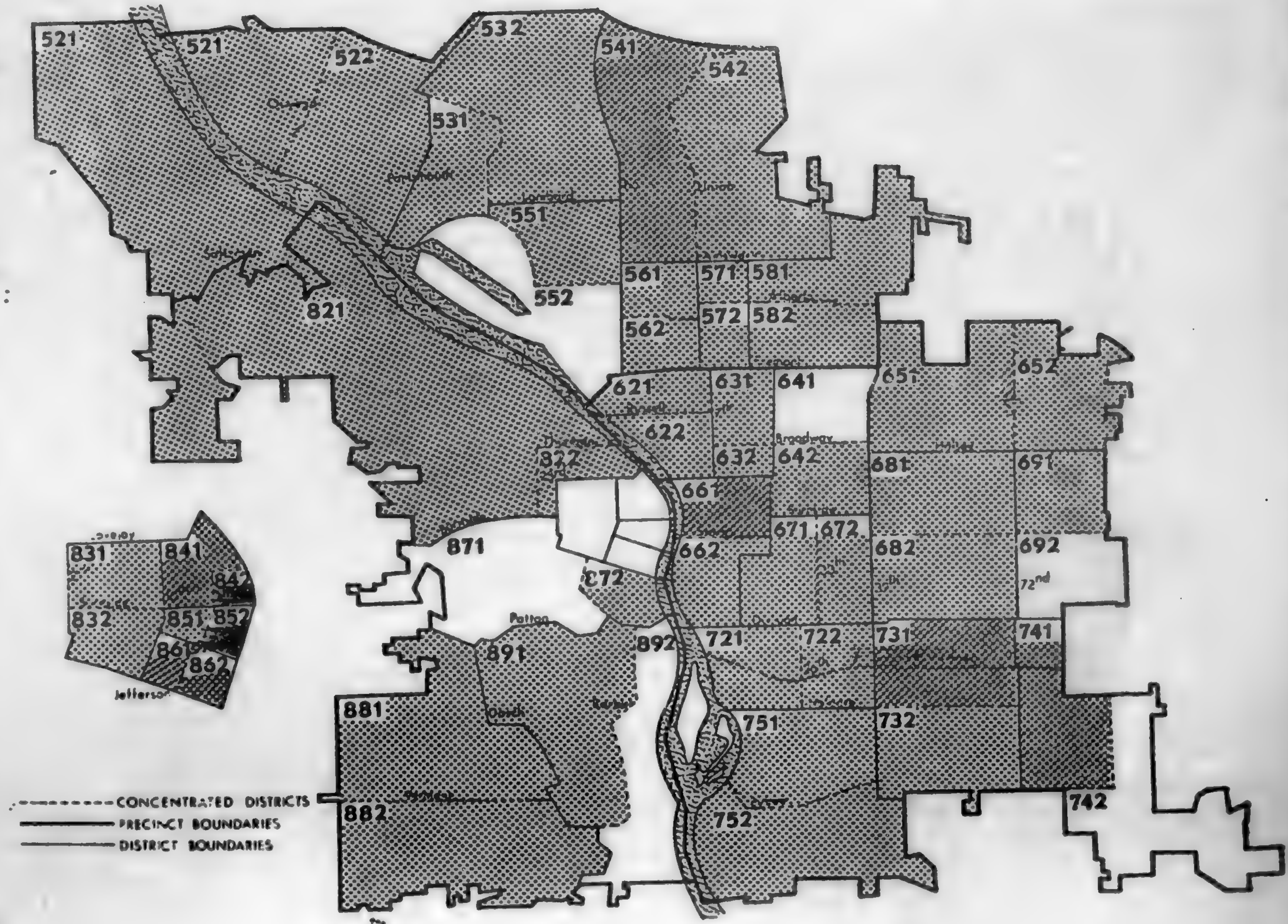
601 - 900 ▨

901 - 1200 ▨

Above 1200 ■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CONCENTRATED DISTRICTS
PRECINCT BOUNDARIES
DISTRICT BOUNDARIES

## DEFINITIONS

(All definitions and classifications of offenses are based on Uniform Crime Reporting (UCR) standards.)

| | |
|---|---|
| PART I OFFENSES:<br>(Class I Crimes) | Seven UCR offenses chosen as indicators of crime in the United States because of their seriousness and frequency of occurrence. (See specific list of Part I Offenses following in this section.) |
| PART II OFFENSES:<br>(Class II Crimes) | All other crimes used in UCR crime classifications which are not those defined as Part I offenses. (See specific list of Part II Offenses following in this section.) |
| PART III OFFENSES: | A classification of indicators used by individual agencies for their own information system, but not part of the UCR program. (See specific list of Part III Offenses on pages .) |
| INDEX CRIMES: | All Part I Offenses except Manslaughter by Negligence and Simple Assault (or as defined by ORS - Assault III). |

## PART I OFFENSES

### MURDER AND NONNEGLIGENT MANSLAUGHTER***

The willful (nonnegligent) killing of one human being by another.

### ***JUSTIFIABLE HOMICIDE

Certain willful killings are classified as justifiable or excusable. In Uniform Crime Reporting, justifiable homicide is defined and limited to:

1) the killing of a felon by a peace officer in the line of duty, or
2) the killing of a felon by a private citizen

A killing is not classified as justifiable or excusable on the basis of self-defense, action of a coroner, prosecutor, grand jury, or court.

### NEGLIGENT MANSLAUGHTER

The killing of another person through gross negligence.

### FORCIBLE RAPE

The carnal knowledge of a female forcibly and against her will.

ROBBERY

The taking or attempting to take anything of value from the care, custody, or control of a person or persons by force or threat of force or violence and/or by putting the victim in fear.

AGGRAVATED ASSAULT

An unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury. This type of assault usually is accompanied by the use of a weapon or by means likely to produce death or great bodily harm.

BURGLARY

The unlawful entry of a structure to commit a felony or a theft.

LARCENY - THEFT

The unlawful taking, carrying, leading, or riding away of property from the possession or constructive possession of another, without threat or force.

## LARCENY BREAKDOWN

POCKET PICKING

The theft of articles from a person by stealth where the victim usually does not become immediately aware of the theft.

PURSE SNATCHING

The grabbing or snatching of a purse or handbag from the custody of an individual.

THEFT FROM PERSON

The grabbing or snatching of anarticle other than a purse or handbag from the custody of an individual.

SHOPLIFTING

The theft by a person other than an employee of goods or merchandise exposed for sale.

THEFTS FROM MOTOR VEHICLES (except theft of motor vehicle parts and accessories)

The theft of articles from a motor vehicle, whether locked or unlocked.

THEFT OF MOTOR VEHICLE PARTS AND ACCESSORIES

The theft of any part or accessory attached to the interior or exterior of a motor vehicle in a manner which would make the part an attachment to the vehicle or necessary for the operation of the vehicle.

THEFT OF BICYCLES

The unlawful taking of any bicycle, tandem bicycle, unicycle, etc. (except from a Burglary, Robbery, Rape or Murder).

THEFT FROM BUILDINGS

The theft from within a building which is open to the general public and where the offender has legal access.

THEFT FROM COIN-OPERATED DEVICE OR MACHINE

A theft from a device or machine which is operated or activated by the use of a coin. (Includes theft from parking meters.)

LARCENY MISC.

All thefts which do not fit the definitions of the specific categories of larceny listed above.

MOTOR VEHICLE THEFT

The theft or attempted theft of a motor vehicle. A motor vehicle is defined as a self-propelled vehicle that runs on the surface and not on rails. Examples are automobiles, trucks, buses, motorcycles, motor scooters, snowmobiles, etc.

## PART II OFFENSES

NON-AGGRAVATED ASSAULT

Any assault, or threat to assault, which does not result in serious or aggravated injury to the victim.

ARSON

Any willful or malicious burning or attempts to burn, with or without intent to defraud, a dwelling house, church, college, public building or any building, ship or other vessel, motor vehicle or aircraft; contents of buildings personal property of another, etc.

FORGERY AND COUNTERFEITING

The making, altering, uttering or possessing, with intent to defraud, anything false in the semblance of that which is true.

FRAUD

Fraudulent conversion and obtaining of money or property entrusted to one's care, custody or control.

EMBEZZLEMENT

Misappropriation or misapplication of money or property entrusted to one's care, custody or control.

STOLEN PROPERTY; BUYING, RECEIVING, POSSESSING

All offenses of buying, receiving and possessiong stolen property, as well as all attempts to commit any of these offenses.

VANDALISM

The willful or malicious destruction, injury, disfigurement, or defacement of any public or private property, real or personal, without consent of the

THEFT FROM BUILDINGS

The theft from within a building which is open to the general public and where the offender has legal access.

THEFT FROM COIN-OPERATED DEVICE OR MACHINE

A theft from a device or machine which is operated or activated by the use of a coin. (Includes theft from parking meters.)

LARCENY MISC.

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STOLEN PROPERTY; BUYING, RECEIVING, POSSESSING

All offenses of buying, receiving and possessiong stolen property, as well as all attempts to commit any of these offenses.

VANDALISM

The willful or malicious destruction, injury, disfigurement, or defacement of any public or private property, real or personal, without consent of the

VANDALISM - Definition continued:

owner or person having custody or control, by cutting, tearing, breaking, marking, painting, drawing, covering with filth, or any other means as may be specified by local law.

## WEAPONS; CARRYING, POSSESSING, ETC.

This class deals with weapon offenses, regulatory in nature, such as:

Manufacture, sale, or possession of deadly weapons.
Carrying deadly weapons, concealed or openly.
Using, manufacturing, etc., silencers.
Furnishing deadly weapons to minors.
Aliens possessing deadly weapons.
All attempts to commit any of the above.

## PROSTITUTION AND COMMERCIALIZED VICE

This class includes sex offenses of a commercialized nature, such as:

Prostitution.
Keeping bawdy house, disorderly house, or house of ill fame.
Pandering, procuring, transporting, or detaining women for immoral purposes, etc.
All attempts to commit any of the above.

## SEX OFFENSES

(Except forcible rape and prostitution and commercialized vice.) This class includes offenses against chastity, common decency, morals, and the like such as:

Adultery.
Incest.
Indecent exposure.
Indecent liberties.
Intercourse with an insane, epileptic, or venereally diseased person.
Seduction.
Sodomy or crime against nature.
Statutory rape (no force).
All attempts to commit any of the above.

## NARCOTIC DRUG LAWS

This class inclues arrests for violations of State and local laws, specifically those relating to the unlawful possession, sale, use, growing, manufacturing, and making of narcotic drugs.

## GAMBLING

All charges which relate to promoting, permitting, or engaging in gambling are included in this category.

## OFFENSES AGAINST THE FAMILY AND CHILDREN

This category includes all charges of nonsupport and neglect or abuse of family and children.

DRIVING UNDER THE INFLUENCE

This class is limited to the driving or operating of any vehicle or common carrier while drunk or under the influence of liquor or narcotics.

LIQUOR LAWS

With the exception of "drunkenness" and "driving under the influence", liquor law violations, State or local, are placed in this class.

DRUNKENNESS

Included in this class are all offenses of drunkenness or intoxication, with the exception of "driving under the influence".

DISORDERLY CONDUCT

In this class are placed all charges of committing a breach of the peace.

VAGRANCY

Persons prosecuted on the charge of being a "suspicious character or person, etc." are included in this class.

ALL OTHER OFFENSES

This class includes every other State or local offense not included in offenses 1 thru 25.

SUSPICION - INVESTIGATED AND RELEASED (I & R)

While "suspicion" is not an offense, it is the ground for many arrests in those jurisdictions where the law permits. After examination by the police, the prisoner is either formally charged or released. Those formally charged are entered in one of the Part I or Part II offense classes. This class is limited to "suspicion" arrests where persons arrested are released by the police.

CURFEW AND LOITERING LAWS (JUVENILES)

Included here are all arrests for violation of local curfew or loitering ordinances where such law exists.

RUNAWAY (JUVENILES)

This category includes apprehensions for protective custody as defined by local statute. Arrests made by other jurisdictions or runaways from our jurisdiction are included. Not included here are protective custody with respect to runaways we take for other jurisdictions.

PRIMARY CHARGE

The most serious offense for which a person was detained or cited.

ADDITIONAL CHARGES (ALL)

Additional offenses for which a person was detained or cited.

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 7, 1977

Salem, OR 97310

**FROM:** Ted Pallister
Acoustical Engineer

**SUBJECT:** Response to Powell Blvd. Noise Impacts to Cleveland High School

**TO:** Pieter Dykman
Project Coordinator

Noise levels being experienced at the exterior surface of Cleveland High School are approximately 78 dBA. Upon completion of the proposed modification, levels are expected to increase 1 dBA, 79 dBA in 1976. Due to the anticipated increased use of the facility a noise increase of 2 dBA is expected by the year 2000, an exposure level of 80 dBA.

Additional noise measurements are tentatively planned for the completion of the project noise report.

The offensive condition at Cleveland was detected and briefly discussed in the preliminary noise evaluation. The need of possible mitigation was stated also, this being architectural treatment, e.g. windows and air conditioning.

TP:cjh

**STATE OF OREGON** **INTEROFFICE MEMO**

Jed

TO: MEMO TO THE FILE

DATE: March 7, 1977

FROM: JEF KAISER
Environmental Planner

SUBJECT: Ross Island Bridge-52nd Avenue
Powell Boulevard
Cleveland High School Noise Mitigation

Adrian Olson asked Paul Martin of Mel Kroker Architects, the firm presently engaged to remodel the third floor of Cleveland High School, to provide a very quick and dirty estimate for double glazing and air conditioning Cleveland's first and second floors. The estimate received was $50 - $75 thousand. Approximately $10,000 would be required for double glazing and the remainder would be for air conditioning and necessary incidentals.

Paul also indicated that the cost would not be affected if the first and second floor noise attenuating improvements were not accomplished during the third floor remodeling effort. The air conditioning units could be installed in the window wells over the cafeteria, with ductwork coming into first and second floor ceiling spaces laterally from the building exterior. Hence, it would not be necessary or economical to bring air ducts directly down through the third floor and disrupt the present remodeling program.

I think we should be cautious with this estimate, as it appears to be either a very good bargain, or unrealistically low.

pq

cc Gary Potter
Mike Borreson
Pieter Dykman
Adrian Olson

Ted

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

April 20, 1977

Salem, OR 97310

FILE:

**FROM:** Ted Pallister Ted
Acoustical Engineer

**SUBJECT:** Cleveland High School/Powell Blvd
Wall Attenuation & Mitigation

**TO:** Adrian Olson
Road Design

On March 21, 1977, sound measurements were taken at Cleveland High School to determine the amount of attenuation provided by the exterior wall nearest Powell Boulevard. Three(3) classrooms, 120, 220 and 224, were selected as measurement sites. These rooms are in the southwest corner of the building on the first and second floors. To insure only Powell Blvd. traffic noise would be detected all interior sound sources were turned off i.e., lighting, heating, also all windows were closed.

A microphone was placed in the center of the room. Another mic was placed directly outside the room and approximately ten (10) feet from the building. A dual channel, simultaneous recordings were taken at each room/outside location. A manual traffic count was conducted during each recording, to define and identify the noise source. Record values are present in Table 1.

TABLE 1

$L_{10}$ dBA Recorded Sound Levels

| | Inside | Outside | Wall Attenuation |
|---|---|---|---|
| Site 1 | | | |
| Room 120 | 54 | 77 | 23 |
| Site 2 | | | |
| Room 220 | 53 | 78 | 25 |
| Site 3 | | | |
| Room 224 | 53 | 78 | 25 |

The above values were obtained from a noise source of: Site 1- 2030 vehicles per hour with 4% trucks; Site 2-1885 vehicles and 5% trucks; and Site 3-1760 vehicles and 7% trucks.

The estimated peak hour volume generating the greatest noise source for the existing condition is 2100 vehicles with 7% trucks. Estimated peak hour volume, year 2000-build is 2850 vehicles and 7% trucks. Thus it is projected the inside/outside recorded values may be adjusted by a plus 1 dBA for peak hour, existing facility and plus 2 dBA peak hour, modified roadway year 2000.

From the recorded data it can be assumed the exterior wall with windows closed affords a minimum of 23 dBA attenuation. Therefore, interior noise levels resulting from peak hour traffic noise along Powell are expected to be between 54 and 55 dBA existing traffic, existing facility and 55 to 56 dBA anticipated traffic modified roadway, year 2000. These levels assume all windows closed.

To insure an interior of noise level of $L_{10}$55, it is suggested that the existing windows be permanently closed and sealed and an additional glass/window surface be applied. The average sound transmission loss (STL) through a glass panel/panels is as follows:

| Single Panel | | Double Panel/Glased | |
|---|---|---|---|
| Thickness | STL (dB) | Thickness | STL (dB) |
| 1/8" | 26 | 1/4", 1/4"*, 1/4" | 33 |
| 1/4" | 30 | 1/4", 1/2"*, 1/4" | 36 |
| 1/2" | 33 | 1/4", 1"*, 1/4" | 45 |

*Air space between glass panels.

Thus assuming the existing single glass panel is 1/4" thick, the average STL is 28-32 dB. By using two (2) 1/4" panels with an 1/2" air space, an additional 6 dB noise reduction capability is provided. With the two (2) 1/4" glass panels and a 1" air space approximately 15 dB additional reduction ability would be provided. The double window/glass treatment is suggested for all windows facing Powell Blvd.

The selection and/or construction of either 1/2" or 1" air spaced panels will depend on the type used and space available.

It should also be noted that with the window permanently closed a climatic controlling system for each classroom is required.

TP:cjh

cc: Gary Potter
Pieter Dykman

8748

9

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
ENVIRONMENTAL
SECTION

MAY 26 1977

Referred to ____________

TO: GARY POTTER, Manager
Environmental Section

ORIGINAL SIGNED BY R. N. BOTHMAN

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

DATE: May 25, 1977

SUBJECT: Cleveland High School noise attenuation
Mt. Hood Highway
Ross Island Bridge/52nd Avenue section
Multnomah County

In order to proceed to obtain ODOT and FHWA approval for attenuating the noise levels of Cleveland High School, a technical analysis will be necessary to support the action.

I would appreciate your assistance in preparing the necessary documentation to present to the ODOT administration and to the FHWA to request approval to proceed with noise mitigation measures at Cleveland High School. Jef Kaiser is drafting preliminary work at this time.

It appears the school might want to incorporate this work with the current remodeling being accomplished at the school. Also, the school might want to tie this in with the summer vacation period. For these reasons, it appears we should expedite our effort to document and prepare the necessary technical report to first present to the ODOT administration to obtain their approval, and then to the FHWA for their approval.

ebg

~~attachment~~

cc: [redacted]
H. S. Coulter
A. D. Olson
J. B. Boyd

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS

MAY 26 77

REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8748 26

Salem, Oregon
May 16, 1977

ADOlson
A. D. Olson
Preliminary Design Engineer

R. N. Bothman
Metropolitan Engineer

Cleveland High School
Ross Island Br.-52nd Ave.
Mt. Hood Highway
Multnomah County

Noise measurements have been taken inside and outside of three classrooms on the side of the school nearest Powell Blvd. This was done during Spring Vacation with all inside noise sources turned off and the windows closed. Under these conditions the measured noise was 53 to 54 dBA L10. Adjusted for the peak traffic noise hour would probably give 54 to 55 dBA, L10 with today's traffic and 55 to 56 dBA, L10 for the revised facility in the year 2000.

This would indicate that traffic noise could be attenuated to approximately the guideline level of 55 dBA, L10, by keeping the windows closed. Further attenuation could be obtained by double glazing these windows as is being done by the School on the third floor. This has been estimated to cost under $10,000 and should provide another 10dBA or more of attenuation as well as a material saving in heating costs.

In either instance (windows closed or double glazed) it would be necessary to provide substitute ventilation. This has been roughly estimated to cost an additional $50,000 or more.

The attenuation which appears appropriate for Cleveland High School would probably cost $60,000 or more. If this is acceptable to the Department of Transportation, the City of Portland and the Federal Highway Administration, it would seem appropriate to have our Right-of-Way people negotiate with the School's architect to prepare the design for this ventilation system. Presumably the window glazing would be the same as their third floor project. It may be that the school would want to include other work in addition, while the area is disrupted. In any event I understand that it is necessary to get the work approved by the agencies involved and programmed with F.H.W.A. before proceeding.

ADO:az
cc: Gary Potter

/ Versteeg ✓
Olson
Gerttula
Scott
Swenson
Savage
Trout

RECEIVED
MAY 16 1977
ROAD DESIGN SECTION

Require Reply ☐
Require Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 20, 1977

Salem, OR 97310

FILE:

FROM: Ted Pallister Ted
Acoustical Engineer

SUBJECT: Cleveland High School/Powell Blvd.
Wall Attenuation & Mitigation

TO: Adrian Olson
Road Design

On March 21, 1977, sound measurements were taken at Cleveland High School to determine the amount of attenuation provided by the exterior wall nearest Powell Boulevard. Three(3) classrooms, 120, 220 and 224, were selected as measurement sites. These rooms are in the southwest corner of the building on the first and second floors. To insure only Powell Blvd. traffic noise would be detected all interior sound sources were turned off i.e., lighting, heating, also all windows were closed.

A microphone was placed in the center of the room. Another mic was placed directly outside the room and approximately ten (10) feet from the building. A dual channel, simultaneous recordings were taken at each room/outside location. A manual traffic count was conducted during each recording, to define and identify the noise source. Record values are present in Table 1.

TABLE 1

$L_{10}$ dBA Recorded Sound Levels

| | Inside | Outside | Wall Attenuation |
|---|---|---|---|
| Site 1 | | | |
| Room 120 | 54 | 77 | 23 |
| Site 2 | | | |
| Room 220 | 53 | 78 | 25 |
| Site 3 | | | |
| Room 224 | 53 | 78 | 25 |

The above values were obtained from a noise source of: Site 1- 2030 vehicles per hour with 4% trucks; Site 2-1885 vehicles and 5% trucks; and Site 3-1760 vehicles and 7% trucks.

The estimated peak hour volume generating the greatest noise source for the existing condition is 2100 vehicles with 7% trucks. Estimated peak hour volume, year 2000-build is 2850 vehicles and 7% trucks. Thus it is projected the inside/outside recorded values may be adjusted by a plus 1 dBA for peak hour, existing facility and plus 2 dBA peak hour, modified roadway year 2000.

From the recorded data it can be assumed the exterior wall with windows closed affords a minimum of 23 dBA attenuation. Therefore, interior noise levels resulting from peak hour traffic noise along Powell are expected to be between 54 and 55 dBA existing traffic, existing facility and 55 to 56 dBA anticipated traffic modified roadway, year 2000. These levels assume all windows closed.

To insure an interior of noise level of $L_{10}$55, it is suggested that the existing windows be permanently closed and sealed and an additional glass/window surface be applied. The average sound transmission loss (STL) through a glass panel/panels is as follows:

| Single Panel | | Double Panel/Glased | |
|---|---|---|---|
| Thickness | STL (dB) | Thickness | STL (dB) |
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| 1/4" | 30 | 1/4", 1/2"*, 1/4" | 36 |
| 1/2" | 33 | 1/4", 1"*, 1/4" | 45 |

*Air space between glass panels.

Thus assuming the existing single glass panel is 1/4" thick, the average STL is 28-32 dB. By using two (2) 1/4" panels with an 1/2" air space, an additional 6 dB noise reduction capability is provided. With the two (2) 1/4" glass panels and a 1" air space approximately 15 dB additional reduction ability would be provided. The double window/glass treatment is suggested for all windows facing Powell Blvd.

The selection and/or construction of either 1/2" or 1" air spaced panels will depend on the type used and space available.

It should also be noted that with the window permanently closed a climatic controlling system for each classroom is required.

TP:cjh

cc: Gary Potter
Pieter Dykman

1 Versteeg ✓
2 Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
APR 20 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Glenn Hill

Mel Crooker Assoc
Paul Martin 222-1771

Cleveland HS
Greg Baldwin

80 dBA outside

inside – windows open 70 ?

" Light Frame Bldg" closed 60

Inside (Masonry Bldg) closed 55 ? } need ventilation –

Inside double glazed 45 ?

---

Material on windows to cut heat ?

---

$120,000 air

called Paul Martin 2/23 – he will send plan & make shotgun estimate of what it would take to do 1st & 2nd — (in a week)

called Martin 3/2 – he suggests using $50-$75,000 for estimate purposes.
Their guess would be 41,-46,000 – (about 8-10,000 for window work) –
No connection to their current job – run vents into center well –

Advised Bothman's secretary 3/2 – AM. –

MEL KROKER
ARCHITECTS

ARCHITECTS & PLANNERS AIA
30 NORTHWEST 23rd PLACE
PORTLAND, ORE 97210 228-1771

# TRANSMITTAL

DATE: MARCH 2, 1977

TO: STATE HIGHWAY DEPTMENT
218 DEPT. OF TRANSPORTATION BLDG.
SALEM, OREGON 97310
atten: adrian olsen

PROJECT NO. P-75-22 PROJECT NAME: CLEVELAND SCIENCE UPDATE

We are sending you ☑ attached ☐ under separate cover the following items:

☐ prints
☑ plans
☐ specifications
☐ copy of letter
☐ change order
☐ certificate of payment
☐ shop drawings
☐ inspection report

| COPIES | DATE | DESCRIPTION |
|---|---|---|
| ~~2~~ 1 | | Floor Plans of Cleveland High School on 8½"x11" |
| | | |
| | | |
| | | |

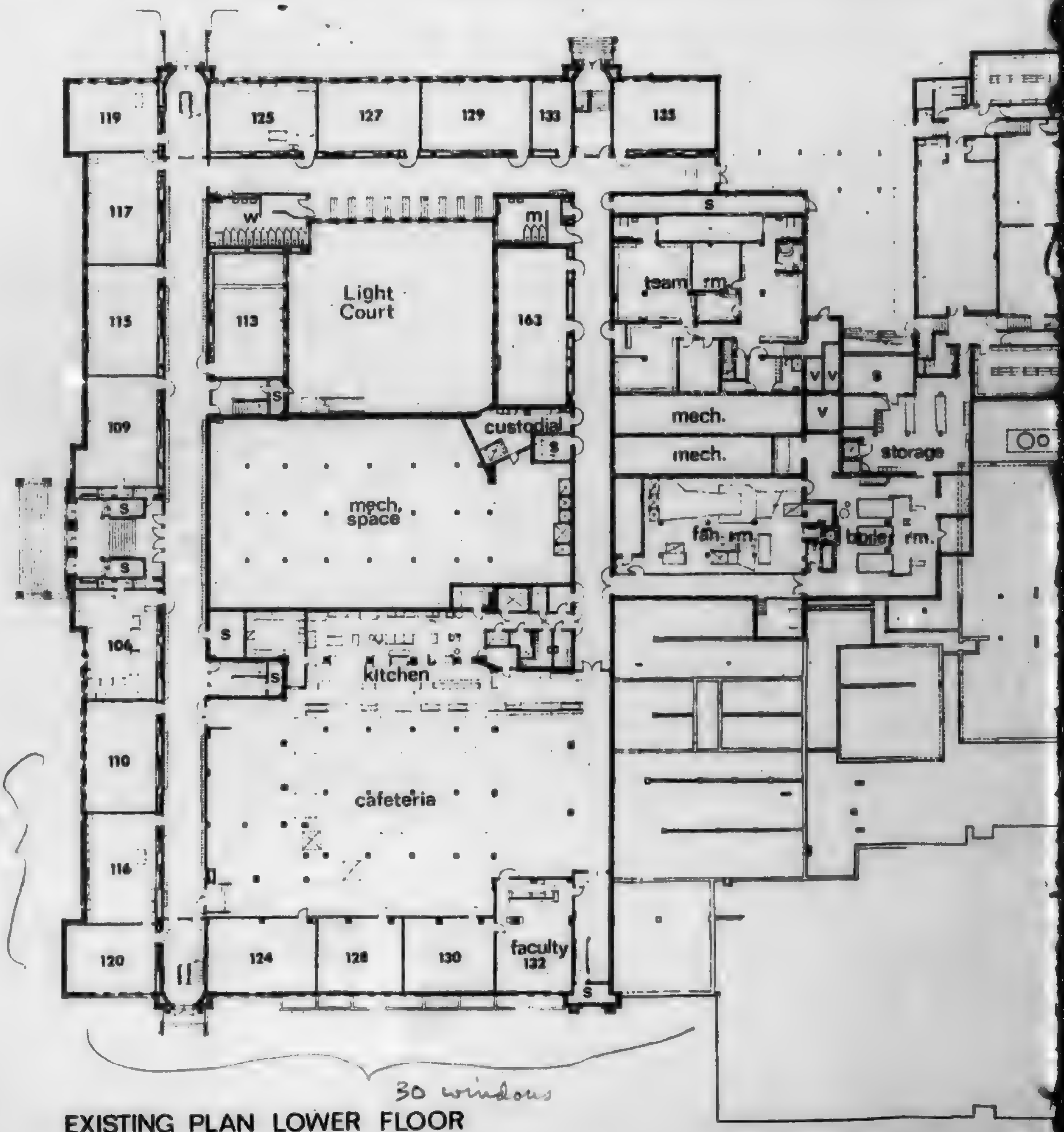
These are transmitted as checked below:

☐ for approval
☑ for your use
☐ as requested
☐ for review and comment
☐ approved as submitted
☐ approved as noted
☐ returned for corrections
☐ resubmit
☐ return corrected print/s

REMARKS: Hope these plans are of assistance. As discussed our consultants estimate for air conditioning the south wing is in the neighborhood or $40-50,000; Installing double glazing for the 1st + 2nd Floor south side is approximatly $5-6,000. Cost in our project for such work on the third ~~fl~~ floor is approximatly $20-25,000.

COPIES TO:

BY Paul Martin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team rm.
Light Court
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113
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custodial
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mech.
storage
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mech. space
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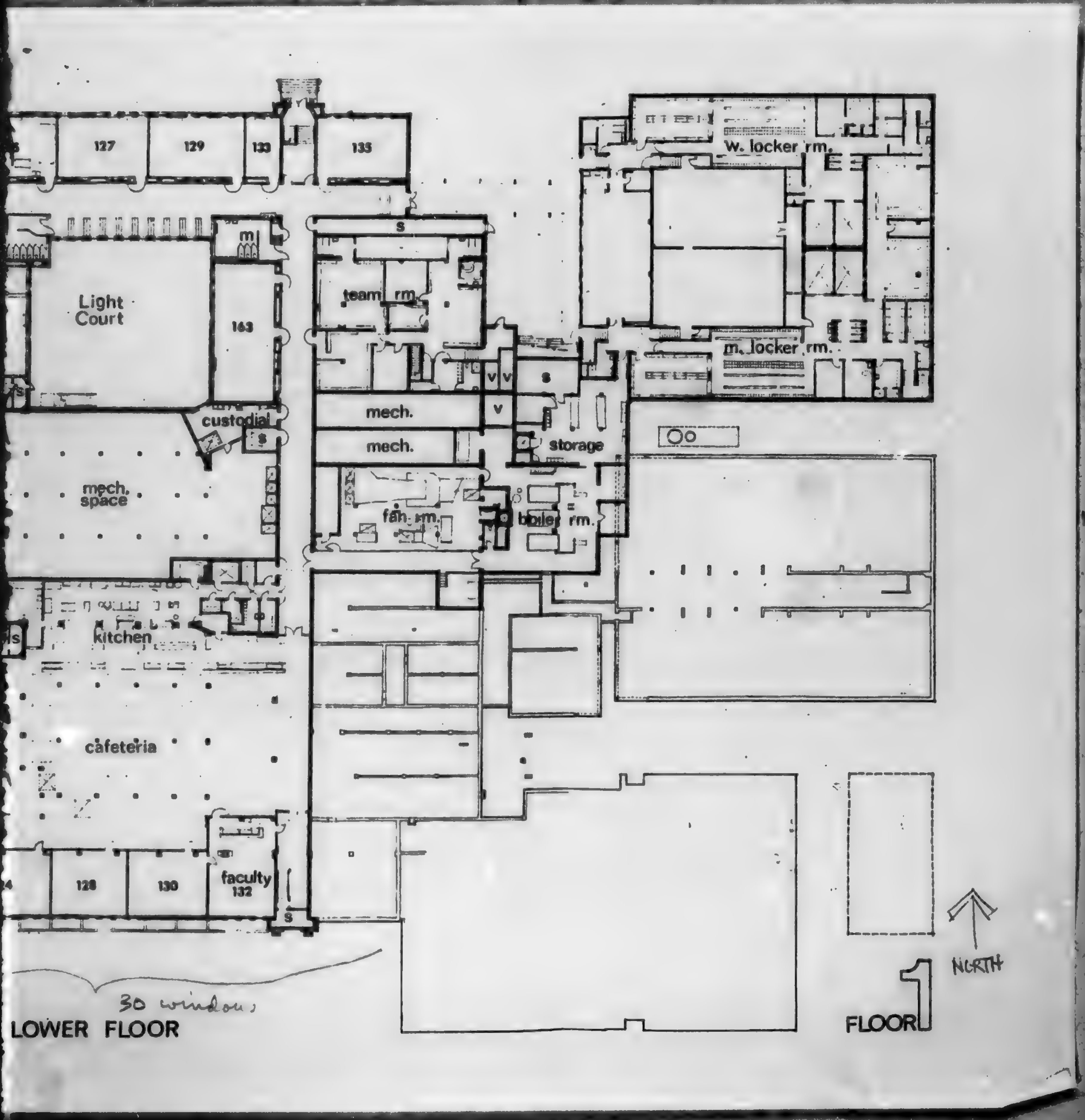
fan rm.
boiler rm.
S
104
S
kitchen
S
110
cafeteria
116
faculty 132
120
124
128
130
S

5-10 ?

30 windows

EXISTING PLAN LOWER FLOOR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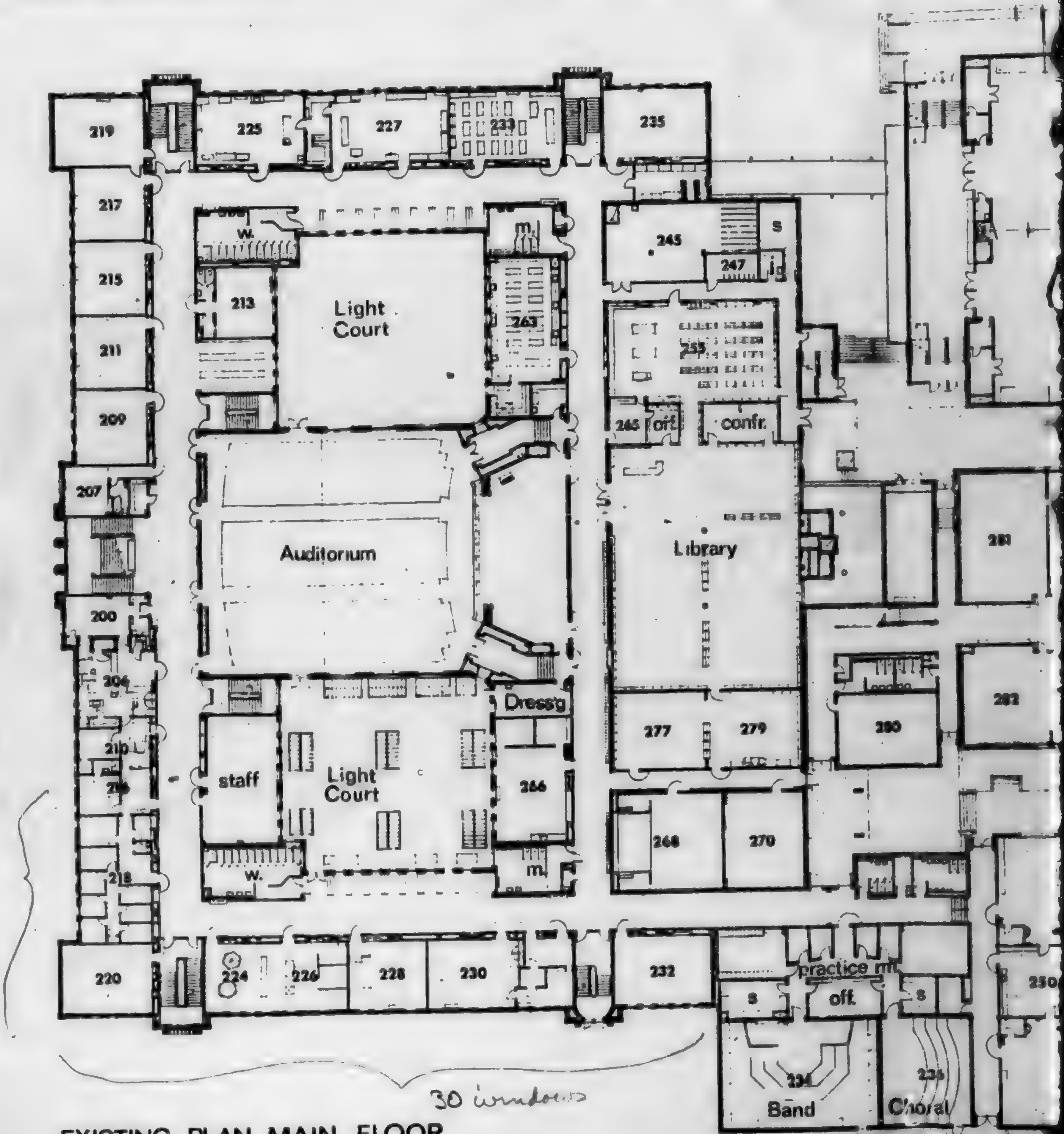
30 windows
LOWER FLOOR
NORTH
FLOOR 1
m. locker rm.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265
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confr.
Auditorium
Library
Dress'g
staff
Light Court
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w.
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268
270
practice rm.
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Band
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Choral
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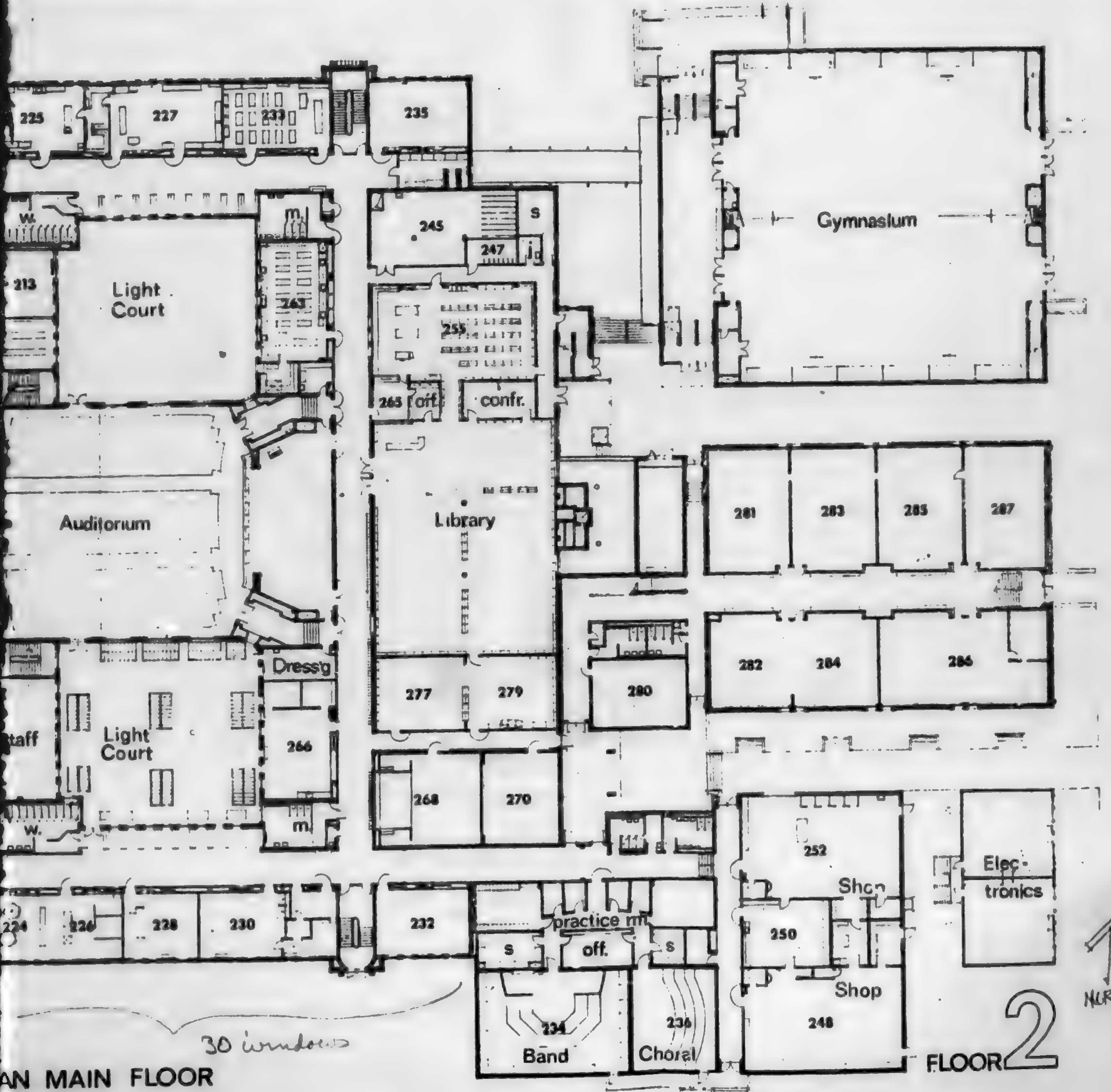
250

5-10 ?

30 windows

EXISTING PLAN MAIN FLOOR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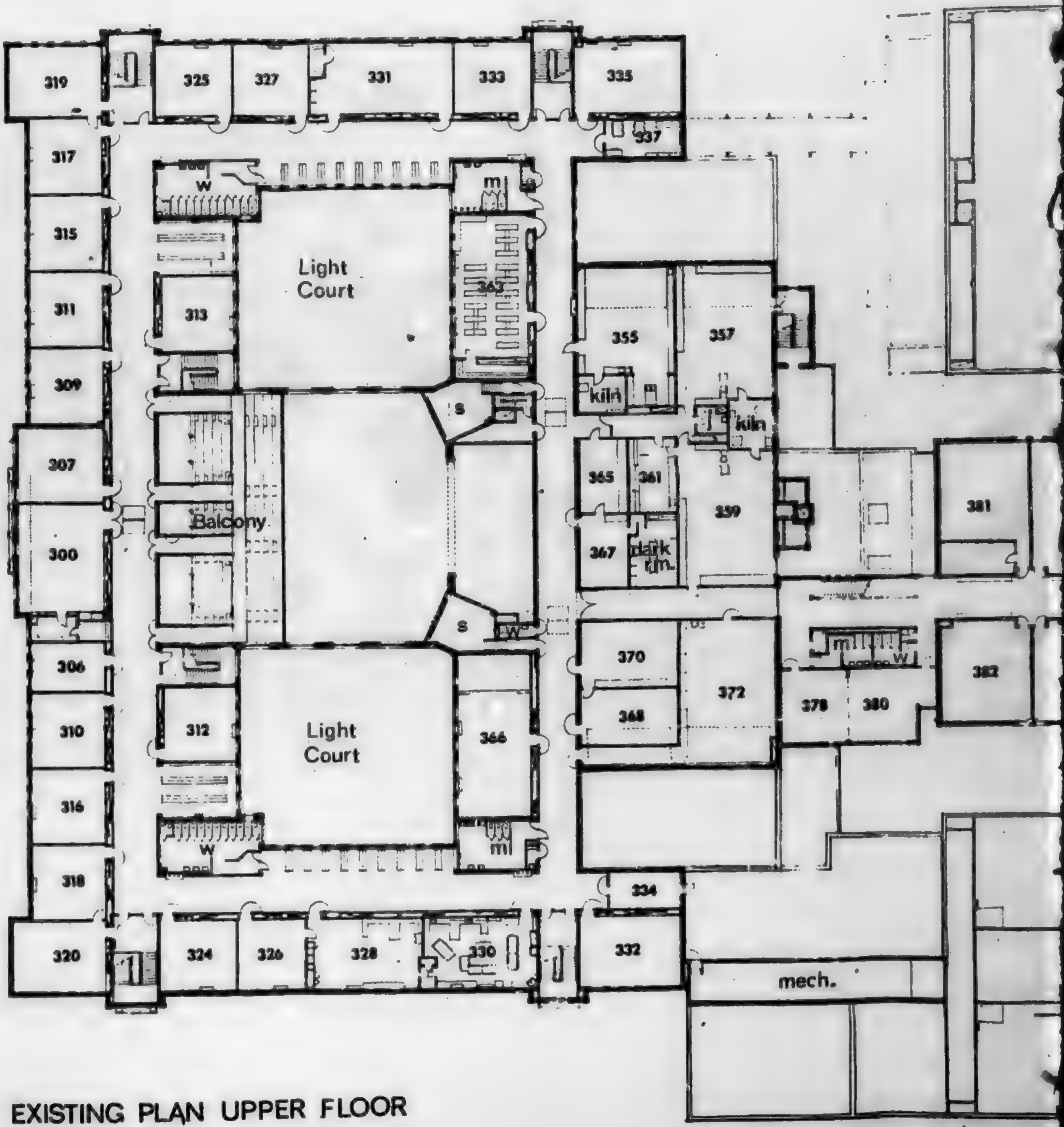
Band
236
Choral
30 windows
NORTH

AN MAIN FLOOR

FLOOR 2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dark rm.
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Light Court
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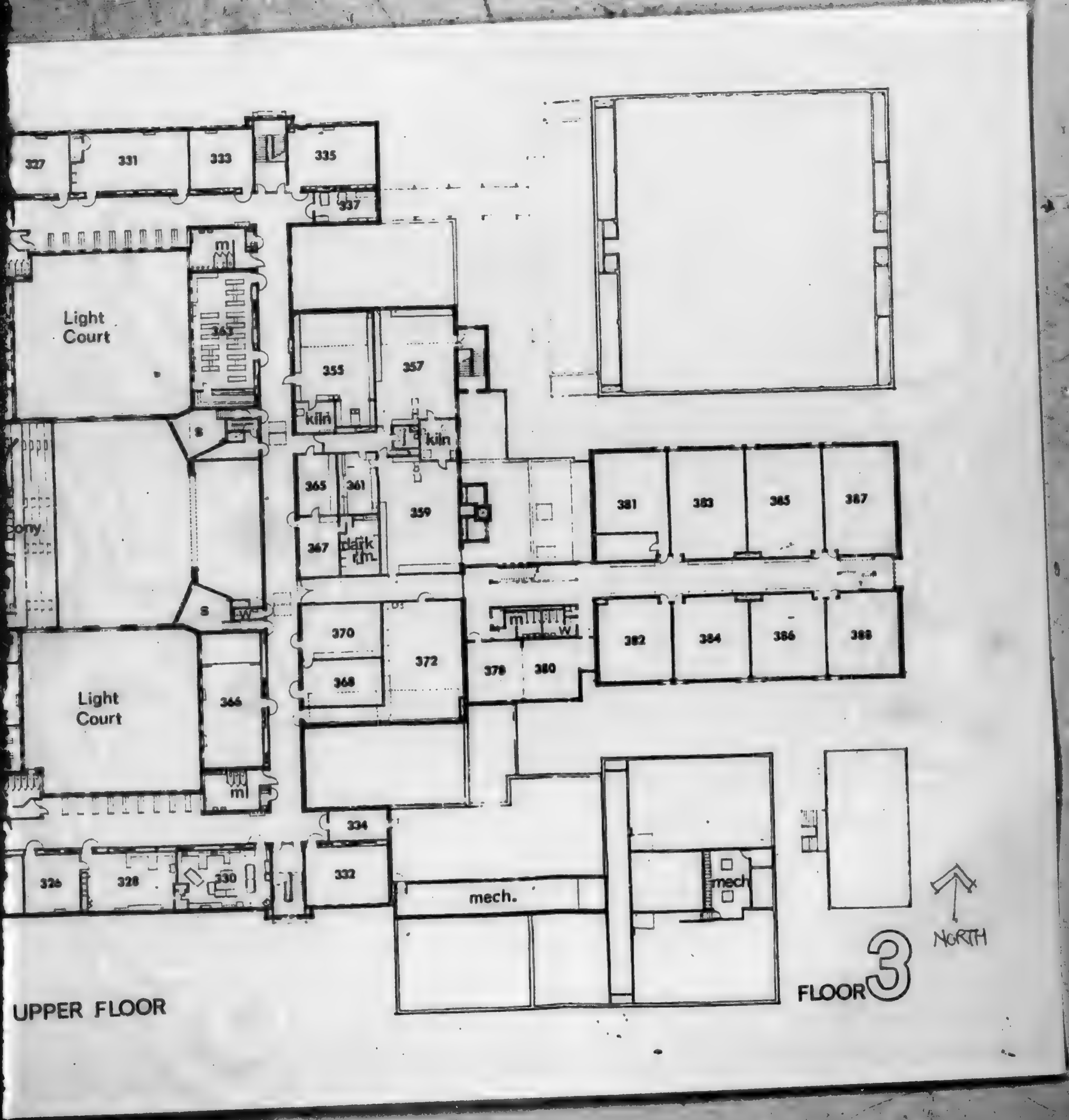
EXISTING PLAN UPPER FLOOR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Light Court
368
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mech
NORTH
FLOOR 3
UPPER FLOOR

8748

8
Con 21-10
JR

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR

May 6, 1977

Mr. Charles S. Polityka
Regional Environmental Review Officer
United States Department of the Interior
Office of the Secretary
P.O. Box 3621
Portland, Oregon 97208

NOTED
E. S. HUNTER

Dear Mr. Polityka:

Thank you for your comments of April 22 concerning the proposed improvement for Powell Boulevard between the Ross Island Bridge and Southeast 52nd Avenue.

copy #9185

Our March 30 Notice of Intent occurred late in the project development stages due to a recent change in the funding source for the project. The public hearings have been held, the draft negative declaration has been circulated, and the final negative declaration has been approved and adopted by the Federal Highway Administration. A copy of that document is enclosed for your information.

The project requires the removal of all on-street parking along Powell Boulevard. The loss of the 30 to 40 spaces along Powell Park would be detrimental since park users rely heavily on those spaces in addition to some parking spaces on adjacent side streets. The project will replace those spaces along Powell Park and it will not affect those spaces on adjacent streets.

Replacement of parking along Powell Park necessitates removal of the existing sidewalk. There is room to replace the parking without encroachment into Powell Park. Since the City Parks Department feels that the parking and the sidewalk is important to the Park, they have requested that the sidewalk be re-installed as a requirement on the project. This will require a revocable easement on Park land, but the purpose of the sidewalk is compatible with park useage.

A noise analysis shows that the project will not result in a measurable increase for the park. It should be noted that Powell Park is used primarily for softball, soccer and other team sport activities, which tend to be less noise sensitive than other recreational uses found elsewhere.

In conclusion, we find that the project does not require the "use" of Powell Park by acquisition of right-of-way, nor does the project require the "use" of Powell Park by effect. Any effects of Powell Park are either minimal, or non-existant.

A field survey was conducted to locate any known historically significant sites and/or structures within the project corridor. Two buildings were found, only one of which was within the immediate impact area of the project, and no archeological sites were found. Through contact with the Oregon State Historic Preservation Office and the Portland Landmarks Commission, it has been determined that no properties of historic or archeologic significance will be adversely affected by the Powell Boulevard project.

If you have any further questions on this matter, please contact me.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section
412 Transportation Bldg.
Salem, Oregon 97310

GAP:cjh

bc: E. S. Hunter
R. N. Bothman
Buzz Swan
Jef Kaiser
Cliff Christiansen

8748

26-5301 9
420

STATE OF OREGON

INTEROFFICE MEMO

**TO:** MEMO TO THE FILE

**DATE:** March 7, 1977

**FROM:** JEF KAISER
Environmental Planner

NOTED
E. S. HUNTER

**SUBJECT:** Ross Island Bridge-52nd Avenue
Powell Boulevard
Cleveland High School Noise Mitigation

Adrian Olson asked Paul Martin of Mel Kroker Architects, the firm presently engaged to remodel the third floor of Cleveland High School, to provide a very quick and dirty estimate for double glazing and air conditioning Cleveland's first and second floors. The estimate received was $50 - $75 thousand. Approximately $10,000 would be required for double glazing and the remainder would be for air conditioning and necessary incidentals.

Paul also indicated that the cost would not be affected if the first and second floor noise attenuating improvements were not accomplished during the third floor remodeling effort. The air conditioning units could be installed in the window wells over the cafeteria, with ductwork coming into first and second floor ceiling spaces laterally from the building exterior. Hence, it would not be necessary or economical to bring air ducts directly down through the third floor and disrupt the present remodeling program.

I think we should be cautious with this estimate, as it appears to be either a very good bargain, or unrealistically low.

pq

cc Gary Potter
Mike Borreson
Pieter Dykman
Adrian Olson

MP FE PR1 PR2 DE
O.S.H.D. - METRO
MAR 7 1977
FILE T/A

RECEIVED
STATE HWY ENGR
MAR 9 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc Klaboe
Coulter [redacted]

81-125-1307

8749 Echo-Rieth Section 197
(Guard rail)

C&A 6550 5-25-78
C&A 7191 10-1-79

8749

4

August 20, 1981

Johnson, Harrang & Swanson
Attorneys and Counselors at Law
101 East Broadway
Eugene, OR 97401

CON 5
#8749

Attention: John B. Arnold

Gentlemen:

This is in response to your letter of July 28 on behalf of your client, L. D. McFarland, Ltd., and their dealings with Husky Fence Company. This was in connection with our Contract No. 8749.

We do not have the Howard Ingram's letter of December 22, 1978, that you requested. I have removed several documents from our file and enclose copies for your use. I hope they will meet your need.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:fkm

Encls. (enclosures ok'd by Warren Richards, O.B. Jackmond, and J. Sollis)

742

No. 1

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Echo-Reith

WEEK ENDING: 9/30/78

SECTION PREFIX: 530-1055

HIGHWAY: FAS B575 (Old River Rd.)

COUNTY: Umatilla

AME OF JOB: Echo-Reith

KIND OF WORK: Guardrail

CONTRACTOR: Husky Fence Company

CONTRACT NUMBER: 8749

FEDERAL AID PROJECT NUMBER: ROS-000S(14)

DATE OF CONTRACT: 15 June 1978

DATE WORK STARTED: 9/27/78

ESTIMATED COMPLETION DATE: 6 November 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 145

CALENDAR DAYS USED 98

SPECIFIED COMPLETION DATE: 19 November 1978

PERCENT OF TIME ELAPSED: 66

PROJECT AUTHORIZATION. $ 204,342.22

XCLUSIVE OF ENGINEERING: $ 188,138.87

ENGINEERING AUTHORIZATION $ 16,203.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0

STIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF NGINEERING: $ 188,138.87

ENGINEERING COST TO DATE $ 1,918.67

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0

STIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 12 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

| EARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| ES IN PROJECT | | | | | |
| S PARTIALLY COMPLETED | | | | | |
| S COMPLETED | | | | | |
| AL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| AL QUANTITIES CORRECTED TO DATE | | | | | |
| MATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AGE DAILY QUANTITIES | | | | | |
| GE DAILY QUANTITIES NECESSARY TO TE PROJECT ON TIME | | | | | |
| MBER OF SHIFTS PER DAY | | | | | |
| URS PER SHIFT | | | | | |

QUIPMENT USED DURING THE WEEK:

1- Punch truck 1- Flat bed truck 1-Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| UNDAY 24 | Ovrcst mild | 1 | | |
| MONDAY 25 | Clear warm | 1 | | |
| UESDAY 26 | Ovrcst mild | 1 | | |
| EDNESDAY 27 | Cloudy cool | 1 | | |
| HURSDAY 28 | Cloudy warm | 1 | | |
| RIDAY 29 | Clear warm | 1 | | |
| ATURDAY 30 | | 1 | | |

RECEIVED
OCT 1 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

No. 2

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Echo-Reith

WEEK ENDING: 10/7/78

SECTION PREFIX: 540-1055

HIGHWAY: FAS B575 (Old River Rd.)

COUNTY: Umatilla

NAME OF JOB: Echo-Reith

KIND OF WORK: Guardrail

CONTRACTOR: Husky Fence Company

CONTRACT NUMBER: 3749

FEDERAL AID PROJECT NUMBER: RO[illegible] -000S(14)

DATE OF CONTRACT: 15 June 1978

DATE WORK STARTED: 9/27/78

ESTIMATED COMPLETION DATE: 6 November 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 145

CALENDAR DAYS USED 102

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 70%

PROJECT AUTHORIZATION: $ 204,342.22

EXCLUSIVE OF ENGINEERING: $ 188,138.87

ENGINEERING AUTHORIZATION $ 16,203.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 1%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 188,138.87

ENGINEERING COST TO DATE $ 3,005.73

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 1%

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION 19 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY 1 | | | | | |
| HOURS PER SHIFT 8 | | | | | |

EQUIPMENT USED DURING THE WEEK:

1-Punch truck, 1-Truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 1 | Clear mild | 1 | | |
| MONDAY 2 | Fair | 1 | | |
| TUESDAY 3 | Fair | 1 | | |
| WEDNESDAY 4 | Fair | 1 | | |
| THURSDAY | Clear mild | 1 | | |
| FRIDAY 6 | Fair | 1 | | |
| SATURDAY 7 | | 1 | | |

RECEIVED
OCT 9 1978
CONSTRUCTION BRANCH

Kresky
Jackm d
[illegible]
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

No. 3

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Echo-Reith

WEEK ENDING: 10/14/78

SECTION PREFIX: 530-1055

HIGHWAY: FAS B575 (Old River Rd.)

COUNTY: Umatilla

NAME OF JOB: Echo-Reith

KIND OF WORK: Guardrail

CONTRACTOR: Husky Fence Company

CONTRACT NUMBER: 8749

FEDERAL AID PROJECT NUMBER: ROS-000S(14)

DATE OF CONTRACT: 15 June 1978

DATE WORK STARTED: 9/27/78

ESTIMATED COMPLETION DATE: 6 November 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 145

CALENDAR DAYS USED 109

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 75%

PROJECT AUTHORIZATION. $ 204,342.22

EXCLUSIVE OF ENGINEERING: $ 188,138.87

ENGINEERING AUTHORIZATION $ 16,203.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 5%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $

ENGINEERING COST TO DATE $ 3,944.53

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 4%

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION 24 %

DATE PROJECT WAS COMPLETED:

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK

1 flat bed truck, 1 post hole punch on truck

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 8 | Clear mild | 1 | | |
| MONDAY | 9 | Warm sunny | 1 | | |
| TUESDAY | 10 | Clear mild | 1 | | |
| WEDNESDAY | 11 | Warm windy | 1 | | |
| THURSDAY | 12 | Cool windy | 1 | | |
| FRIDAY | 13 | Clear mild | 1 | | |
| SATURDAY | 14 | | 1 | | |

RECEIVED
OCT 16 1978
CONSTRUCTION BRANCH

Keesey K
Jackmund
Hupkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

No. 9

FORM 6½ (REV 12-64)

## OREGON STATE HIGHWAY DEPARTMENT

## FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Echo-Reith

WEEK ENDING: Nov. 25, 1978

SECTION PREFIX: 530-1055

HIGHWAY: FAS B575 (Old River Rd.)

COUNTY: Umatilla

KIND OF WORK: Guardrail

NAME OF JOB: Echo-Reith

CONTRACTOR: Husky Fence Company

CONTRACT NUMBER: 8749

FEDERAL AID PROJECT NUMBER: ROS-000S(14)

DATE OF CONTRACT: 15 June 1978

DATE WORK STARTED: Sept. 27, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 145

SPECIFIED COMPLETION DATE:

WORK DAYS USED

CALENDAR DAYS USED: 145

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 204,342.22

EXCLUSIVE OF ENGINEERING: $ 188,138.87

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 188,138.87

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 16,203.35

ENGINEERING COST TO DATE: $ 12,627.60

PERCENT OF AUTHORIZATION: 77 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 65

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 63

DATE PROJECT WAS COMPLETED:

### ESTIMATED PERCENT COMPLETE (ROADWORK)

| | CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | G. Rail | |
|---|---|---|---|---|---|---|---|---|
| | | | | GRADING | SURFACING | MAINTENANCE MATERIALS | | PAVING |
| | | | | | | | 21.97 | |
| MILES IN PROJECT | | | | | | | 21.45 | |
| MILES PARTIALLY COMPLET'D | | | | | | | 14.00 | |
| MILES COMPLETED | | | | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | 0 | |
| NUMBER OF SHIFTS PER DAY | | | | | | | 0 | |
| HOURS PER SHIFT | | | | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

### ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | Snow-cold-4-6" | 1 | | |
| MONDAY | Snow-cold | 0 | | Stop work order issued due to hazardous weather & road conditions due to deep snow. |
| TUESDAY | Cloudy-cold | 0 | | |
| WEDNESDAY | Cloudy-cold | 0 | | |
| THURSDAY | Snow-cold | 0 | | |
| FRIDAY | Cloudy-cold-fog | 0 | | |
| SATURDAY | | 0 | | |

K

Kasey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
NOV 27 1978
CONSTRUCTION
BRANCH

Richards
Ivey
Inloes
Widmer
Gebauer
Church

No. 1

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

| | | |
|---|---|---|
| SECTION: Echo-Reith | | WEEK ENDING: Dec. 30, 1978 |
| | | SECTION PREFIX: 530-1055 |
| HIGHWAY: FAS B575 (Old River Rd.) | | COUNTY: Umatilla |
| NAME OF JOB: Echo-Reith | KIND OF WORK: Guardrail | |
| CONTRACTOR: Husky Fence Company | CONTRACT NUMBER: 8749 | FEDERAL AID PROJECT NUMBER: ROS-000S(14) |
| DATE OF CONTRACT: 15 June 1978 | DATE WORK STARTED: Sept. 27, 1978 | ESTIMATED COMPLETION DATE: |
| AVERAGE FORCE ON PROJECT FOR THE WEEK: | SPECIFIED WORK DAYS: | WORK DAYS USED: |
| MEN: SUPERVISION: | SPECIFIED CALENDAR DAYS: 145 | CALENDAR DAYS USED: 170 |
| | SPECIFIED COMPLETION DATE: | PERCENT OF TIME ELAPSED: 117% |
| PROJECT AUTHORIZATION: $ 204,342.22 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90 |
| EXCLUSIVE OF ENGINEERING: $ 188,138.87 | ENGINEERING AUTHORIZATION: $ 16,203.35 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ | ENGINEERING COST TO DATE: $ 14,522.90 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT OVERRUN UNDERRUN: % | PERCENT OF AUTHORIZATION: 80 % | |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Guard Rail | |
|---|---|---|---|---|---|---|---|
| | | | GRADING | SURFACING | MAINTENANCE MATERIALS | ~~BITUMINOUS MACADAM~~ | PAVING |
| MILES IN PROJECT | | | | | | 21.97 | |
| MILES PARTIALLY COMPLETED | | | | | | 21.97 | |
| MILES COMPLETED | | | | | | 20.00 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | | | |
| AL QUANTITIES CORRECTED TO DATE | | | | | | | |
| ATED QUANTITIES MOVED OR PLACED TO DATE | | | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | | | |
| HOURS PER SHIFT | | | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 24 | Fair cold | 0 | | Shut down order issued due to road conditions |
| MONDAY 25 | Clear cool | 0 | | |
| TUESDAY 26 | Clear cool | 0 | | |
| WEDNESDAY 27 | Cloudy snow | 0 | | |
| THURSDAY 28 | Cloudy snow | 0 | | |
| FRIDAY 29 | Cloudy cold | 0 | | |
| SATURDAY 30 | | 0 | | |

RECEIVED
JAN 2 1979
CONSTRUCTION SECTION

Routing
Kessey K
Bond
Jackmond
Hopkins
Johnsen
Inlees
Richards
Glenn
Berg
Church
Gclzaus
Vinde

cc: State (H. S. Coult

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>1-4-79 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>ROS-000S(14) |

IN COMPANY WITH
Bill Ferguson, Resident Engineer, OSHD

LOCATION
Between the communities of Echo and Rieth on FAS B575 (Old River Road) Highway in Umatilla County.

RECEIVED
STATE HWY ENGR
REFER TO
FOR

CONTRACTOR NAME AND ADDRESS
Huskey Fence Company
380 Brumbach Road, Roseburg, OR 97470

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>6-15-78 | CONTRACT AMOUNT<br>$175,093.20 | TIME ALLOWED<br>145 calendar days | TIME STARTED<br>6-28-78 | WORK STARTED<br>9-27-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>117% | WORK COMPLETED<br>90% | |

REMARKS

ECHO - RIETH SECTION
FAS B575 (OLD RIVER RD.)
Umatilla County

This project provides for the installation of guardrail at various locations along this 22-mile project. Also included is the removal of some existing substandard rail and the performance of other incidental work common to this type of safety project.

Most of the guardrail has been installed with only connections to structures, end pieces and rail installation at several box culverts needed to be done to complete the project.

This road is very narrow with very little room available to install guardrail. The guardrail, type 2A, has been installed just off the oiled mat such that there is little or no encroachment of the traveled way. The road between approximately M.P. 7.26 and M.P. 7.531 is notched out of solid rock and is very narrow. The outside edge of the road drops away very fast. At several post locations along this run of rail the road was to narrow to allow for placement of the standard post and block. At these locations steel parts were substituted for the wood post and block. In all, less than 10 steel posts were required. This substitution has not compromised the integrity of the guardrail run. This change is documented by Price Agreement No. 1.

The progress of the work is noted as unsatisfactory as the contract time has elapsed and the work has not been completed.

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

No activity on project. Shut down order in effect.

Calendar day charges will resume Monday March 12, 1979.

SIGNED W C Ferguson LOCATION Pendleton

W.C. Ferguson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8749

bbc
C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. Ferguson
SAIF
Fran

June 16, 1978

Husky Fence Co.
383 Brumbach Road
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for guard rail on the Echo-Rieth Section of FAS B575 (Old River Road) in Umatilla County for the sum of $175,093.20 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Umatilla County and when the sum of $20,400 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer on June 15, 1978, awarded you the project, which has been assigned Contract No. 8749.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 28, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc
Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

June 21, 1979

Husky Fence Company
Idleyld Route, Box 565
Roseburg, OR 97470

Gentlemen:

Time Extension Request
Echo-Rieth Section
Contract No. 8749
FAP No. ROS-000S(14)

Your request for an extension of time on the above project has been carefully reviewed. An extension of 34 calendar days is hereby granted for the delay incurred by virtue of the State's delay in processing shop drawings. Consideration was given to material delivery delays and utility delays; however, additional time was not granted for these items. The acquisition and delivery of materials is a contractor responsibility and not a valid reason for time extension under terms of the contract. The adjustment of telephone company facilities apparently did interrupt some portions of the work; however, our evaluation and review of the project records does not indicate any delay to the contract occasioned by this required utility adjustment. There remains 11 days of liquidated damages on this contract.

Should you have additional questions in this matter, please contact the Resident Engineer, W. C. Ferguson.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Robert Church
Richard Hacek

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

June 26, 1979

Keasey
Jackmond g
Hopkins
Williams
Johnson
Glenn
RECEIVED
JUN 27 1979
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

Husky Fence Company
Idleyld Route. Box 565
Roseburg, OR 97470

Gentlemen:

Time Extension Request
Echo-Rieth Section
Contract No. 8749
FAP No. ROS-000S(14)

Our letter of June 21 concerning the time extension request on this project contains an error of fact.

The time remaining should read 31 days of liquidated damages on this contract rather than the 11 shown. Please correct your records to indicate this adjustment.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:ia

bc FHWA
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Robert Church
Richard Hacek

Form 734-1122

July 6, 1979

McFarland Cascade
P. O. Box 2667
Eugene, OR 97402

Attention: Joe Hardcastle
Credit Manager

Gentlemen:

Mr. William Ferguson, Highway Division Resident Engineer, has forwarded to us your letter of June 18, 1979, with attached statement indicating that Husky Fence Co. owes you for materials in the amount of $48,805.62.

From the description given in your letter, this appears to be in reference to the Husky Fence Co. Contract No. 8749, the Echo-Rieth Section in Umatilla County.

The Aetna Casualty & Surety Company furnished the bond on this project, which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety and the prime contractor of the receipt of your claim and we are also forwarding it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Husky Fence Co.
383 Brumbach Rd.
Roseburg, OR 97470

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

William C. Ferguson

August 8, 1979

The Aetna Casualty & Surety Company
200 S.W. Market Street
Portland, OR 97201

Gentlemen:

Contract No. 8749 awarded to Husky Fence Co. for guardrail on the Echo-Rieth Section of FAS B575 in Umatilla County was completed on April 20, 1979 and accepted by the State Highway Engineer on August 7, 1979.

Final payment in the amount of $8,109.13 will be released to the contractor after August 13, 1979. The total contract amount is $162,182.50 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: Husky Fence Co.
383 Brumbach Rd.
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

FKN/mdd

1'11

Salem, OR
August 6, 1979

C. T. Keasey
Ass't. State Highway Engineer

Highway Project
Acceptance

H. S. Coulter
State Highway Engineer

Contract 8749, Work Completed April 20, 1979

Project Echo-Rieth

Highway FAS B575 (Old River Rd.)

County Umatilla

Type of Work Guardrail

Contractor Husky Fence Co.

Recommended Acceptance Date August 7, 1979

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: Walter Hart
R. D. Church

JOHNSON, HARRANG & SWANSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
LESLIE M. SWANSON, JR.
JAMES W. KORTH
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN
BARRY RUBENSTEIN
R. SCOTT PALMER
MARTHA LEE WALTERS
MICHAEL L. WILLIAMS
TIMOTHY J. SERCOMBE
JOEL S. KAPLAN
A. KEITH MARTIN

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

July 28, 1981

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: CON 5
Contract #8749

Dear Mr. Gormsen:

We previously corresponded on January 18, 1980 relative to the above. This office represents L.D. McFarland Company Ltd., a material supplier to Husky Fence Company on the above contract. I am writing to request copies of additional documents from your file. Those additional documents are as follows: (1) a copy of Mr. Howard Ingram's letter of December 22, 1978 (with any attachments or enclosures) requesting an increase in the number of work days. I would also appreciate receiving any other correspondence between the State and Mr. Ingram concerning increases in the number of work days; (2) what was the originally scheduled completion date for the contract performance by Husky Fence Company and to what date was that deadline extended?

Thank you for your anticipated cooperation and assistance in this matter. Should you have any questions concerning the information requested, please do not hesitate to contact me.

Sincerely,

John B. Arnold

JBA:jp
cc: Mr. Greg McFarland

RECEIVED
JUL 30 1981
COMM [illegible] VICES
DEPARTMENT OF TRANSPORTATION

8749

STATE COPY

L.

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>3-77 ~ 3-78 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>3/10/81 | County<br>Umatilla |
| MODIFICATION NUMBER<br>3 | | Project Number<br>ROS-000S (14) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 28, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 208,243.00 | $ 208,243.00 |
| | 75,367.95 (144) | 76,465.53 (144) |
| Federal funds | $ 112,050.05 (146) | $ 110,952.47 (144) |
| Other revisions | | |

This modification is made for the following reasons: Increasing appn. code 144 federal funds, $1,097.58, decreasing appn. code 146 in like amount. Appn. Code 146 funds released can be utilized with 145 funds on other projects to 9-30-81.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 1981.

Oregon State Highway Division
*(Official name of Highway Agency)*

By ______________________

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H.S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: E.J. Valach (Acting)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon March 6, 1981

Federal Aid Project
No. ROS-000S (14)

Echo - Reith Section
FAS B575 (Old River Road)
Umatilla County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering — All Required — $ 6,625.00

Type Code Y 101
Guardrail (M.P. 0.98 to M.P. 22.95)
Total the same as previous estimate of June 20, 1978 — $ 201,618.00

Length of project - - - - - - - - - - - 0.0 mile

## Summary of Funds

| | | Federal Funds | | |
|---|---|---|---|---|
| Description | Total Cost | Appn. 144 | Appn. 146 | County Funds |
| P.E. | 6,625.00 | 5,962.00 | ---- | 663.00 |
| Guardrail | 201,618.00 | 70,503.53 | 110,952.47 | 20,162.00 |
| | $ 208,243.00 | $ 76,465.53 | $ 110,952.47 | $ 20,825.00 |

Group 1 - 100%

Contract No. 8749

Prefix - 530-1055
Prefix - 530-1938

8749

STATE COPY

| | | |
|---|---|---|
| - TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>9-59 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Umatilla |
| MODIFICATION NUMBER<br>2 | 9-13-79 | Project Number<br>ROS-000S(14) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 28, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 207,618.00 | $ 207,618.00 |
| Federal funds | $ 74,811.55 144<br>$ 112,606.45 146 | $ 75,367.95 144<br>$ 112,050.05 146 |
| Other revisions | | |

This modification is made for the following reasons:

Increase Appn. Code 144 funds to utilize balance subject to lapse and decrease Appn. Code 146 funds in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of September, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By D H Moehring

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Item f-21

Oregon State Highway Division
Salem, OR September 10, 1979

Federal Aid Project
No. ROS-000S(14)

Echo-Reith Section
FAS B575 (Old River Road)
Umatilla County

Revised Project Agreement Estimate

| | | |
|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $ 6,625.00 |
| Type Code Y101<br>Guardrail (MP 0.98 to MP 22.95)<br>Total - same as previous estimate of June 20, 1978 and June 27, 1979 | | $201,618.00 |

Length of Project . . . . . . 0.0 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds Appn. 144 | Federal Funds Appn. 146 | County Funds |
|---|---|---|---|---|
| P.E. | $ 6,625.00 | $ 5,962.00 | $ --- | $ 663.00 |
| Guardrail | 201,618.00 | 69,405.95 | 112,050.05 | 20,162.00 |
| Total | $208,243.00 | $75,367.95 | $112,050.05 | $20,825.00 |

Group 1 - 100%
Contract 8749
Prefix: 530-1055
530-1938

- 87.49 -

STATE COPY

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | orm Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>769 7-60 | | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | County<br>Umatilla |
| MODIFICATION NUMBER<br>1 | 6-29-79 | Project Number<br>ROS-000S(14) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 28, 19 78,

is hereby modified as follows:

| | Former amount | | Revised amount | |
|---|---|---|---|---|
| Estimated total cost of project | $ 207,618.00 | | $ 208,243.00 | |
| | 54,900.00 | 144 | 74,811.55 | 144 |
| Federal funds | $ 131,956.00 | 146 | $ 112,606.45 | 146 |
| Other revisions | | | | |

This modification is made for the following reasons:

Increase Appn. Code 144 funds to utilize balance subject to lapse and decrease Appn. Code 146 funds in a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of June, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon June 27, 1979

Federal Aid Project
No. ROS-000S(14)

Echo-Reith Section
FAS B575 (Old River Road)
Umatilla County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Type Code P.E.<br>Preliminary Engineering | All Required | $ 6,625.00 |
| Type Code Y101<br>Guardrail (MP 0.98 to MP 22.95)<br>TOTAL - same as previous estimate of June 20, 1978 | | $ 201,618.00 |

Length of Project - - - - - 0.0 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds<br>Appn. 144 | Federal Funds<br>Appn. 146 | County Funds |
|---|---|---|---|---|
| P.E. | $ 6,625.00 | $ 5,962.00 | $ - - - - | $ 663.00 |
| Guardrail | 201,618.00 | 68,849.55 | 112,606.45 | 20,162.00 |
| TOTAL | 208,243.00 | $ 74,811.55 | $112,606.45 | $ 20,825.00 |

Group 1 - 100%
Contract 8749
Prefix 530-1055
530-1938

CL:fkc

7749 9

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
7-11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**FEDERAL-AID PROJECT AGREEMENT**

6-28-78

State: Oregon
County: Umatilla
Project No.: ROS-000S(14)

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Echo-Reith

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 7-7-77 | 0.0 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS Pro-rata 90%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 207,618.00 | $ 186,856.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By
Technical Services Engineer
*(Title)*
For: H. S. Coulter
State Highway Engineer
*(Title)*

By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 28 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Fedeal Aid Project
No. ROS-000S(14)

Echo-Reith Section
FAS B575 (Old River Road)
Umatilla County

## Project Agreement Estimate

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,000.00 |

### Type Code Y101
### Guard Rail (M.P. 0.98 to M.P. 22.95)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 14,300.00 |
| Temporary Protection and Direction of Traffic | All Required | | 600.00 |
| Temporary Signs | 368 Sq.Ft. | $ 5.00 | 1,840.00 |
| Flagmen | 480 Hour | 14.00 | 6,720.00 |
| Removal of Guard Rail | 5,635 Lin.Ft. | 0.52 | 2,930.20 |
| Guard Rail on Bridge | 200 Lin.Ft. | 23.50 | 4,700.00 |
| Guard Rail on Headwall | 100 Lin.Ft. | 23.50 | 2,350.00 |
| Guard Rail, Type 2A | 19,750 Lin.Ft. | 4.84 | 95,590.00 |
| Guard Rail, Type 3 | 700 Lin.Ft. | 8.74 | 6,118.00 |
| Guard Rail Anchors, Type 1 | 71 Each | 228.00 | 16,188.00 |
| Guard Rail Anchors, Type 2 | 18 Each | 265.00 | 4,770.00 |
| Extra for Guard Rail Bridge Connections | 23 Each | 285.00 | 6,555.00 |
| Rail End Pieces, Type B | 4 Each | 46.00 | 184.00 |
| Rail End Pieces, Type C | 71 Each | 96.00 | 6,816.00 |
| Extra for 8-Foot Posts | 700 Each | 7.30 | 5,110.00 |
| Zebra Boards | 7 Each | 46.00 | 322.00 |
| | | | $175,093.20 |

### Anticipated Items

| | | | |
|---|---|---|---|
| State Furnished Guard Rail Material | 21,200 Lin.Ft. | 0.12 | $ 2,544.00 |
| | Subtotal | | $177,637.20 |
| | Engineering | | 23,980.80 |
| | Total | | $201,618.00 |

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Fedeal Aid Project
No. ROS-000S(14)

Length of Project 0.00 Mile

SUMMARY OF FUNDS (90%)

| Description | | Total Cost | Federal Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | | $ 6,000.00 | $ 5,400.00 | $ 600.00 |
| Guard Rail | | 201,618.00 | 181,456.00 | 20,162.00 |
| | Total | $207,618.00 | $186,856.00 | $20,762.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8749 |
| Prefix No. | 530-1055 |
| Prefix No. | 530-1938 |

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Fedeal Aid Project
No. ROS-000S(14)

Echo-Reith Section
Nonparticipating - State Work

| | | |
|---|---|---|
| State Repsonsibility for Damages | All Required | $ 2,400.00 |

8749

# STATE COPY

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) 5-28-80

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>BOS-000S(14) | 2. COUNTY<br>Umatilla | 3. STATE<br>Oregon 8749 |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved removal and installation of guardrail. All work was done on the Echo-Rieth Section of FAS B575 (Old River Rd.) Highway and was completed April 20, 1979.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Husky Fence Co. | 6. CONTRACT AMOUNT<br>$ 175,093.30 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

RECEIVED STATE HWY ENGR
JUN 4 '80
REFER TO Keasey
FOR
File
Act
Sign
D/R
R/D
Inves
Info

6/4 ay

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width NA feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| Y101 | NA | NA | | |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>David B. Carter, Area Engineer | 11. DATE OF INSPECTION<br>4-25-79 |

12. IN COMPANY WITH
Bill Ferguson, Resident Engineer, OSHD

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>David B Carter<br>David B. Carter | | 16. SIGNATURE<br>G. K. Hossner<br>G. K. Hossner | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>5/27/80 | 17. TITLE<br>Field Operations Engineer | 18. DATE<br>5/28/80 |

FORM FR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8 7 4

2

1896

**UTAH DEPARTMENT OF TRANSPORTATION**
**MATERIALS AND RESEARCH SECTION**
757 West 2nd South
Salt Lake City, Utah 84104

October 1, 1979

MISC. CONTRACTS and
AGREEMENTS No. 7191

John C. Jenkins
Engineer of Materials
Oregon Highway Division
Salem, Oregon 97310

Attn: R.C. Zitzervitz

Dear Mr. Jenkins:

Enclosed is a signed copy of the cooperative agreement for the Echo Reith Section Contract No. 8749.

Sincerely,

Edwin E. Lovelace

Edwin E. Lovelace,
Engineer of Materials and Research

Enclosure

10-9-79 noted in
agree. book -
xerox only copy
available

fw

RECEIVED
OCT 5 1979
MATERIALS DIVISION
OFFICE

NOTED
JOHN C. JENKINS

8749

2

August 8, 1979

The Aetna Casualty & Surety Company
200 S.W. Market Street
Portland, OR 97201

Gentlemen:

Contract No. 8749 awarded to Husky Fence Co. for guardrail on the Echo-Sixth Section of FAS [illegible] in Umatilla County was completed on April 20, 1979 and accepted by the State Highway Engineer on August 7, 1979.

Final payment in the amount of $8,109.13 will be released to the contractor after August 13, 1979. The total contract amount is $162,182.30 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

C. W. Reed
COMMISSION SERVICES

cc: Husky Fence Co.
365 [illegible] Rd.
Roseburg, OR 97470

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

FKN/mdd

5366

File

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO:

FILED
JUL 9 1979
NORMA PAULUS
SECRETARY OF STATE

July 6, 1979

RECEIVED
JUL 9 1979
NORMA PAULUS
SECRETARY OF STATE

~~McFarland Cascade~~
~~P. O. Box 2667~~
~~Eugene, OR 97402~~

~~Attention: Joe Hardcastle~~
~~Credit Manager~~

Gentlemen:

Mr. William Ferguson, Highway Division Resident Engineer, has forwarded to us your letter of June 18, 1979, with attached statement indicating that Husky Fence Co. owes you for materials in the amount of $48,805.62.

From the description given in your letter, this appears to be in reference to the Husky Fence Co. Contract No. 8749, the Echo-Rieth Section in Umatilla County.

The Aetna Casualty & Surety Company furnished the bond on this project, which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety and the prime contractor of the receipt of your claim and we are also forwarding it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

NOTED ON CARD
7-11-79
dda

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JUL 11 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:dda

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Husky Fence Co.
383 Brumbach Rd.
Roseburg, OR 97470

NOTED
C. W. HEAD

bc Secretary of State✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

William C. Ferguson

FORM 731-0027

**McFarland Cascade**
Post Office Box 2667
Eugene, Oregon 97402
(503) 689-1277 • TWX 510-597-0364

June 18, 1979

Mr. William Ferguson
Post Office Box 459
Pendleton, Oregon 97801

Dear Mr. Ferguson:

Attached you will find a statement of materials shipped to State Job No. OSHD 8749, Echo-Rieth Section.

Payment on this material is 180 days past due. Please notify me when payment is to be made.

Thank you.

Very truly yours,

MCFARLAND CASCADE

Joe Hardcastle

Joe Hardcastle,
Credit Manager

WJH:rh

RECEIVED
JUN 2 0 1979
RESIDENT ENGINEER
RE ☒ — ARE ☐

NOTED
C. W. HEAD

MEMBER
AWPI
AMERICAN WOOD PRESERVERS INSTITUTE

*Timber Conserving by Wood Preserving*

**McFarland Cascade**
*Timber Conserving by Wood Preserving*

Post Office Box 2667
Eugene, Oregon 97402
(503) 689-1277

# Statement

**Remit to:** Box TAF-C 31
Spokane, Washington 99220

TO

HUSKY FENCE CO.
IDLYLD RT.
P.O. BOX 565
ROSEBURG OR 97470

DATE MAY 31, 1979

ACCOUNT NO.

AMOUNT PAID

TO INSURE PROPER CREDIT PLEASE RETURN TOP PORTION WITH YOUR REMITTANCE

| INVOICE DATE | INVOICE NO. | CURRENT | | PAST DUE | | AMOUNT DUE |
|---|---|---|---|---|---|---|
| | | DUE DATE | AMOUNT | OVER 30 DAYS | OVER 60 DAYS | |
| 1978-10/10 | 4096-02 | | | | 6,376.32 | 6,376.32 |
| 10/12 | 4096-03 | | | | 6,376.32 | 6,376.32 |
| 10/19 | 4096-04 | | | | 6,376.32 | 6,376.32 |
| 10/26 | 4096-05 | | | | 6,578.28 | 6,578.28 |
| 11/2 | 4096-06 | | | | 5,755.32 | 5,755.32 |
| 11/9 | 4096-07 | | | | 6,462.72 | 6,462.72 |
| 11/15 | 4096-08 | | | | 5,277.51 | 5,277.51 |
| 12/6 | 4096-00 | | | | 1,276.39 | 1,276.39 |
| SERVICE CHARGES | | | | | 4,326.54 | 4,326.54 |
| | | | | | 48,805.62 | |

TERMS: *NET 30 DAYS FROM SHIPMENT. NO DISCOUNTS.*

| | |
|---|---|
| PAST DUE AT STATEMENT DATE ➧ | 48,805.62 |
| TOTAL AMOUNT DUE ➧ | 48,805.62 |

MC 12/78 Form No. 02

8749

June 26, 1979

Husky Fence Company
Idleyld Route, Box 565
Roseburg, OR 97470

Gentlemen:

Time Extension Request
Echo-Rieth Section
Contract No. 8749
FAP No. ROS-000S(14)

Our letter of June 21 concerning the time extension request on this project contains an error of fact.

The time remaining should read 31 days of liquidated damages on this contract rather than the 11 shown. Please correct your records to indicate this adjustment.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:la

bc FHWA
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Robert Church
Richard Hacek

49

2

June 21, 1979

Husky Fence Company
Idleyld Route, Box 565
Roseburg, OR 97470

Gentlemen:

Time Extension Request
Echo-Rieth Section
Contract No. 8749
FAP No. ROS-000S(14)

Your request for an extension of time on the above project has been carefully reviewed. An extension of 34 calendar days is hereby granted for the delay incurred by virtue of the State's delay in processing shop drawings. Consideration was given to material delivery delays and utility delays; however, additional time was not granted for these items. The acquisition and delivery of materials is a contractor responsibility and not a valid reason for time extension under terms of the contract. The adjustment of telephone company facilities apparently did interrupt some portions of the work; however, our evaluation and review of the project records does not indicate any delay to the contract occasioned by this required utility adjustment. There remains 11 days of liquidated damages on this contract.

3

Should you have additional questions in this matter, please contact the Resident Engineer, W. C. Ferguson.

Sincerely,

ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: Federal Highway Administration
C. T. Keasey
W. E. Schwartz
W. C. Ferguson
Robert Church
Richard Hacek

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 18, 1979

FILE: CON 5 #8749

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Echo-Rieth Section
Contract No. 8749
FAP No. ROS-000S(14)

Husky Fence Company, contractor on this project, has requested a 45 calendar day time extension due to post supplier delivery delays, utility delays and shop drawing approval delays.

The delays claimed by the contractor due to slow and late delivery of guard rail posts is not a valid reason for time extension. The supplying of materials required to perform the contract is the responsibility of the contractor and, except for bona fide causes such as delays resulting from labor disputes or Acts of God or actual industry wide material shortage, slow or late delivery is not beyond his control. No additional time is recommended for late delivery of guard rail posts.

The contractor claims an unspecified delay from November 1 to November 13, 1978 due to having to "skip over" areas where telephone lines had not been relocated. This may have determined the contractor's "area of work" but a review of project records does not indicate a time delay to the project. No time is recommended for utility delays.

Shop drawings were given to the State's project inspector on October 2, 1978 and were not submitted to the Salem office for approval until November 9, 1978. This in turn delayed fabrication and delivery of the bridge railing materials. These shop drawings should have been submitted to Salem on October 5, 1978, a delay of 34 calendar days. This was an oversight on the State's part, did delay the project, and was beyond the control of the contractor. An extension of 34 calendar days should be granted for this reason.

This is a Federal-aid project and FHWA concurrence will not be required. A rough draft letter to the contractor is enclosed.

OBJ:fr
Enc.
cc: W. E. Schwartz
W. C. Ferguson
FHWA

RECEIVED
STATE HWY ENGR
JUN 19'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

E—330 (Rev.)—2M—5-60

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date 11/16, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 145 days to 190 days, within which to complete our Contract No. 8749, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: AS PER ATTACHED letters

Respectfully submitted,

HUSKY FENCE CO
Contractor

By

---

**CONSENT OF SURETY**

Date November 22, 1978

We, The Aetna Casualty & Surety Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank B. Thompson
Attorney-in-fact

(SEAL)

Resident Agent

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8749 Contractor Husky Fence Company

Highway FAS B 575 (Old River Road)

Section Echo-Rieth

Kind of Work Guardrail

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

See attached letter

Extension of 34 calendar days is granted for State's delay in processing shop drawings.

Recommended for Approval:

Region Construction Engineer ~~Division Engineer~~

O. B. Jackson
For Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

| | |
|---|---|
| Contract No. | 8749 |
| Project designation (State-Federal) | Federal |
| Date awarded | June 15, 1978 |
| Work started | September 27, 1978 |
| Per cent completed , Date | 100 |
| No. of Workdays Allowed | 145 |
| No. of Workdays Used | 190 |
| No. of Added Workdays Requested | 66 |

State Printing [illegible]

Ætna
LIFE & CASUALTY

**THE ÆTNA CASUALTY AND SURETY COMPANY**
Hartford, Connecticut 06115

# POWER OF ATTORNEY AND CERTIFICATE OF AUTHORITY OF ATTORNEY(S)-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, THAT THE ÆTNA CASUALTY AND SURETY COMPANY, a corporation duly organized under the laws of the State of Connecticut, and having its principal office in the City of Hartford, County of Hartford, State of Connecticut, hath made, constituted and appointed, and does by these presents make, constitute and appoint Frank B. Thompson - -

of Eugene, Oregon , its true and lawful Attorneys-in-Fact, with full power and authority hereby conferred to sign, execute and acknowledge, at any place within the United States, or, if the following line be filled in, within the area there designated , the following instrument(s):

by his sole signature and act, any and all bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any and all consents incident thereto not exceeding the sum of ONE MILLION ($1,000,000.00) DOLLARS -

and to bind THE ÆTNA CASUALTY AND SURETY COMPANY, thereby as fully and to the same extent as if the same were signed by the duly authorized officers of THE ÆTNA CASUALTY AND SURETY COMPANY, and all the acts of said Attorneys-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Standing Resolutions of said Company which Resolutions are now in full force and effect:

VOTED: That each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries, Attorneys-in-Fact, and Agents to act for and on behalf of the Company and may give any such appointee such authority as his certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors may at any time remove any such appointee and revoke the power and authority given him.

VOTED: That any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the Chairman, the Vice Chairman, the President, an Executive Vice President, a Senior Vice President, a Vice President, an Assistant Vice President or by a Resident Vice President, pursuant to the power prescribed in the certificate of authority of such Resident Vice President, and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary or by a Resident Assistant Secretary, pursuant to the power prescribed in the certificate of authority of such Resident Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact pursuant to the power prescribed in his or their certificate or certificates of authority.

This Power of Attorney and Certificate of Authority is signed and sealed by facsimile under and by authority of the following Standing Resolution voted by the Board of Directors of THE ÆTNA CASUALTY AND SURETY COMPANY which Resolution is now in full force and effect:

VOTED: That the signature of each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, THE ÆTNA CASUALTY AND SURETY COMPANY has caused this instrument to be signed by its Secretary , and its corporate seal to be hereto affixed this 30th day of June , 1978

HARTFORD, CONN.

THE ÆTNA CASUALTY AND SURETY COMPANY

By Vincent A Walsh
Secretary

State of Connecticut } ss. Hartford
County of Hartford

On this 30th day of June , 1978 , before me personally came VINCENT A. WALSH to me known, who, being by me duly sworn, did depose and say: that he is Secretary of THE ÆTNA CASUALTY AND SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; and that he executed the said instrument on behalf of the corporation by authority of his office under the Standing Resolutions thereof.

MARY J KINGSTON NOTARY PUBLIC HARTFORD, CONN.

Mary J. Kingston
My commission expires March 31, 1980 Notary Public

of **Eugene, Oregon** , its true and lawful Attorneys-in-Fact, with full power and authority hereby conferred to sign, execute and acknowledge, at any place within the United States, or, if the following line be filled in, within the area there designated , the following instrument(s):

by his sole signature and act, any and all bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any and all consents incident thereto **not exceeding the sum of ONE MILLION ($1,000,000.00) DOLLARS -**

and to bind THE ÆTNA CASUALTY AND SURETY COMPANY, thereby as fully and to the same extent as if the same were signed by the duly authorized officers of THE ÆTNA CASUALTY AND SURETY COMPANY, and all the acts of said Attorneys-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Standing Resolutions of said Company which Resolutions are now in full force and effect:

VOTED: That each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries, Attorneys-in-Fact, and Agents to act for and on behalf of the Company and may give any such appointee such authority as his certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors may at any time remove any such appointee and revoke the power and authority given him.

VOTED: That any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the Chairman, the Vice Chairman, the President, an Executive Vice President, a Senior Vice President, a Vice President, an Assistant Vice President or by a Resident Vice President, pursuant to the power prescribed in the certificate of authority of such Resident Vice President, and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary or by a Resident Assistant Secretary, pursuant to the power prescribed in the certificate of authority of such Resident Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact pursuant to the power prescribed in his or their certificate or certificates of authority.

This Power of Attorney and Certificate of Authority is signed and sealed by facsimile under and by authority of the following Standing Resolution voted by the Board of Directors of THE ÆTNA CASUALTY AND SURETY COMPANY which Resolution is now in full force and effect:

VOTED: That the signature of each of the following officers: Chairman, Vice Chairman, President, Any Executive Vice President, Any Senior Vice President, Any Vice President, Any Assistant Vice President, Any Secretary, Any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, THE ÆTNA CASUALTY AND SURETY COMPANY has caused this instrument to be signed by its **Secretary** , and its corporate seal to be hereto affixed this **30th** day of **June** , 19**78**

THE ÆTNA CASUALTY AND SURETY COMPANY

By Vincent A Walsh
**Secretary**

State of Connecticut } ss. Hartford
County of Hartford

On this **30th** day of **June** , 19**78** , before me personally came **VINCENT A. WALSH** to me known, who, being by me duly sworn, did depose and say: that he is **Secretary** of THE ÆTNA CASUALTY AND SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; and that he executed the said instrument on behalf of the corporation by authority of his office under the Standing Resolutions thereof.

Mary J. Kingston
Notary Public
My commission expires March 31, 19**80**

CERTIFICATE

I, the undersigned, **Assistant Secretary** of THE ÆTNA CASUALTY AND SURETY COMPANY, a stock corporation of the State of Connecticut, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney and Certificate of Authority remains in full force and has not been revoked, and furthermore, that the Standing Resolutions of the Board of Directors, as set forth in the Certificate of Authority, are now in force.

Signed and Sealed at the Home Office of the Company, in the City of Hartford, State of Connecticut. Dated this day of , 19

By
**Assistant Secretary**

PRINTED IN U.S.A

.(S-1922-D) (M) 12-72

8749.

No. 31

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Echo - Rieth

WEEK ENDING: April 28, 1979

SECTION PREFIX: 530-1055

HIGHWAY: FAS B575(Old River Road)

COUNTY: Umatilla

NAME OF JOB: Echo - Rieht

KIND OF WORK: Guard rail

CONTRACTOR: Husky Fence Co.

CONTRACT NUMBER: 8749

FEDERAL AID PROJECT NUMBER: ROS-000S(14)

DATE OF CONTRACT: June 15, 1978

DATE WORK STARTED: Sept. 27, 1978

ESTIMATED COMPLETION DATE: April 20, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 145

CALENDAR DAYS USED 210

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 145%

PROJECT AUTHORIZATION: $ 204,342.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

EXCLUSIVE OF ENGINEERING: $ 188,138.87

ENGINEERING AUTHORIZATION $ 16,203.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 188,138.87

ENGINEERING COST TO DATE $ 16,404.98

DATE PROJECT WAS COMPLETED: April 20, 1979

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION 101 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | |
|---|---|---|---|---|---|---|
| | | | | | Guard rail | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | ~~XXXXXXXXXX~~ MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | 21.97 | |
| MILES PARTIALLY COMPLETED | | | | 21.97 | |
| MILES COMPLETED | | | | 21.97 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | overtime | |
| NUMBER OF SHIFTS PER DAY | | | | 0 | |
| HOURS PER SHIFT | | | | 0 | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 22 | | 0 | | |
| MONDAY 23 | Cloudy showers | 0 | | |
| TUESDAY 24 | Rainy cool | 0 | | |
| WEDNESDAY 25 | Clear & mild | 0 | | |
| THURSDAY 26 | Clear & warm | 0 | | |
| FRIDAY 27 | Clear & warm | 0 | | |
| SATURDAY 28 | | 0 | | |

RECEIVED
APR 30 1979
CONSTRUCTION BRANCH
Kenny
Richardson
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Schauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 22 | No Activity |
| MONDAY 23 | No Activity |
| TUESDAY 24 | No Activity |
| WEDNESDAY 25 | No Activity |
| THURSDAY 26 | No Activity |
| FRIDAY 27 | No Activity |
| SATURDAY 28 | No Activity |

## REMARKS

Contractor not on project this week. Second notification sent in. Work Completed date April 20, 1979

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#8749 1-4-7 8

cc: State (H. S. Coulter)

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Umatilla | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>1-4-79 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>ROS-000S(14) |

IN COMPANY WITH
Bill Ferguson, Resident Engineer, OSHD

LOCATION
Between the communities of Echo and Rieth on FAS B575 (Old River Road) Highway in Umatilla County.

CONTRACTOR NAME AND ADDRESS
Huskey Fence Company
380 Brumbach Road, Roseburg, OR 97470

RECEIVED
STATE HWY ENGR
JAN 26 '79
REFER TO Cady
FOR
File
Act
Sign
D/R
R/D
Inves
Info

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>6-15-78 | CONTRACT AMOUNT<br>$175,093.20 | TIME ALLOWED<br>145 calendar days | TIME STARTED<br>6-28-78 | WORK STARTED<br>9-27-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Unsatisfactory | TIME ELAPSED<br>117% | WORK COMPLETED<br>90% | |

REMARKS

ECHO - RIETH SECTION
FAS B575 (OLD RIVER RD.)
Umatilla County

This project provides for the installation of guardrail at various locations along this 22-mile project. Also included is the removal of some existing substandard rail and the performance of other incidental work common to this type of safety project.

Most of the guardrail has been installed with only connections to structures, end pieces and rail installation at several box culverts needed to be done to complete the project.

This road is very narrow with very little room available to install guardrail. The guardrail, type 2A, has been installed just off the oiled mat such that there is little or no encroachment of the traveled way. The road between approximately M.P. 7.26 and M.P. 7.531 is notched out of solid rock and is very narrow. The outside edge of the road drops away very fast. At several post locations along this run of rail the road was to narrow to allow for placement of the standard post and block. At these locations steel ~~parts~~ posts were substituted for the wood post and block. In all, less than 10 steel posts were required. This substitution has not compromised the integrity of the guardrail run. This change is documented by Price Agreement No. 1.

The progress of the work is noted as unsatisfactory as the contract time has elapsed and the work has not been completed.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8749

2

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1978

Bucky Fence Co.
383 Brumbach Road
Roseburg, OR 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8749 for guard rail on the Echo-Rieth Section of FAS 3575 (Old River Road) in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1300
200 S.W. Market Street
Portland, OR 97201

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne

Wendell Schwartz
William Ferguson

8749

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. Ferguson
SAIF
Fran

June 16, 1978

Husky Fence Co.
383 Brumbach Road
Roseburg, OR 97470

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for guard rail on the Echo-Rieth Section of FAS E575 (Old River Road) in Umatilla County for the sum of $175,093.20 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the Federal Highway Administration and Umatilla County and when the sum of $20,400 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer on June 15, 1978, awarded you the project, which has been assigned Contract No. 8749.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 28, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

May 26, 1978

Umatilla County Board
  of Commissioners
County Courthouse
Pendleton, OR  97801

Attn: F. K. Starrett
      Chairman

Gentlemen:

On May 25, 1978 a satisfactory bid was received from Huskey Fence Co., Box 565, Roseburg, OR  97470 for construction of the Echo-Reith Section, FAS # 757.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $175,093.20 |
| State Furnished Guard Rail Materials @ $0.12/ft. | 2,544.00 |
| State Responsibility for Damages | 2,400.00 |
| 4½% Contingencies | 8,101.67 |
| (9%) Engineering | 16,203.35 |
| ESTIMATED TOTAL COST | $204,342.22 |

County's Advance Deposit:

10% of $204,342.22 = $20,434.22 or say $20,400.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than June 16, 1978.

Please make your check for $20,400.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

FFH:dmc

bc w/AD#438: Region 5 Federal Aid Engineer-Roger Lang
Vern Skoog-Please return completed AD#438
when check is received.

DmH.

8749 9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 6-7-78

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-000S(14)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 705982

**TO:**

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 5/3/78

DATE AUTHORIZATION EFFECTIVE 6/2/78

FEDERAL ROUTE NUMBER Secondary B575

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Echo-~~Ruth~~ Rieth Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 6/2/78 letter I approve the program change to joint finance the subject project utilizing appropriation codes as follows:

| Approp. Code | Total Cost | Federal Funds |
|---|---|---|
| 144 | $ 60,000 | $ 54,000 |
| 146 | 176,516 | ~~158,000~~ 158,864 |
|  | 236,516 | 212,864 |

NOTED
F. B. KLABOE

DATE 6/7/78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8749

8

May 25, 1978

Umatilla County Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6550

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of guardrail on the Echo-Reith Section of Old River Road, FAS B575.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harvell (agreement attached)

8741

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-3-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ROS-000S(14)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70598-2

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER Secondary B575 |
| 5-3-78 | 5-3-78 | STATE ROUTE NUMBER County Rd. |

GENERAL LOCATION:

"Echo = Rieth Section"

GENERAL DESCRIPTION OF WORK:

Guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) State furnish guardrail material

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $231,516 Federal funds $208,364.

A signed copy of the Title Sheet is returned herewith.

Swan
Wiere
5-31

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE 5-3-78 | SIGNATURE OF APPROVING OFFICIAL G. K. Hamner | TITLE for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8749

FAS B575

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78

Donald K Dant

5-25-78 Bid Letting ______ All Clear Deadline

SECTION Echo-Rieth Section
Highway FAS B575 Old River Rd.
County Umatilla Region 5
Type of Work Guardrail Funds ROS
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | Statewide, No problems |
| Write-off Letter | ☒ | | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |
| | | | | | | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☒ | | | | | |
| Cultural Salvage | ☒ | | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | | | | | |

8749

FAS B575

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

April 18, 1978

RC Lang

FROM: R C. Lang
Region 5 Federal Aid Engineer

SUBJECT: Echo-Reith Section
FAS B575 (Old River Road)
Umatilla County

TO: D. O. Christensen
Final Design Engineer

SALEM

Attached per your request of April 3, 1978 is one set of preliminary plans, as revised, which have been reviewed and approved by Umatilla County Court.

There were no comments or corrections as a result of the review by Region staff, Resident Engineer and County.

Attachment

cc G. Wimer
L. E. George
Hal Versteeg
W. C. Ferguson

1 Versteeg
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 19 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Dorn
Cole
Sample
✓ Eriksen F.E.
Watson
Hager
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

## INDEX OF SHEETS

| SHEET NO. | DESCRIPTION |
|---|---|
| 1 | Title Sheet |
| 2,2A | Guard Rail Table & Summary |
| 2B | Details |
| | |
| | |

STATE OF O

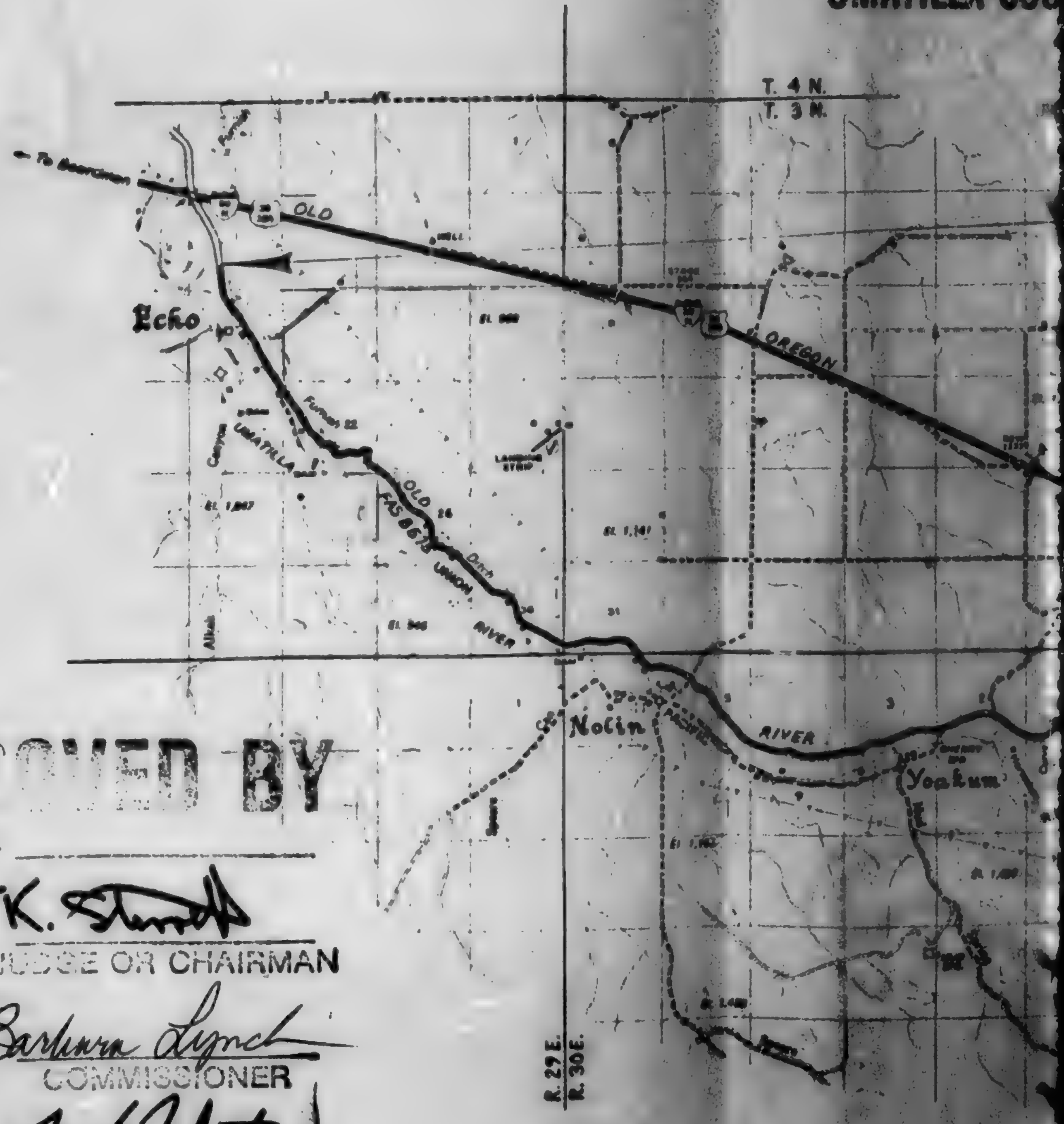
STATE HIGHWA

PLANS FOR PROPOS

# ECHO - RIETH

## FAS B 575 (OLD

### UMATILLA COU


T. 4 N.
T. 3 N.
To Boardman
OLD
OREGON
Echo
UMATILLA
OLD
FAS B575
UNION
RIVER
PACIFIC
RIVER
Nolin
Yoakum
LANDING STRIP
R. 29 E.
R. 30 E.

APPROVED BY

COUNTY OF

F. K.

JUDGE OR CHAIRMAN

Barbara Lynch

COMMISSIONER

COMMISSIONER

DATE 4-7-78

Sketch

Scale

| ECHO ~ RIETH SECTION<br>FAS 8575 (OLD RIVER RD.)<br>UMATILLA COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

R.O.S

OF OREGON

HWAY DIVISION

PROPOSED PROJECT

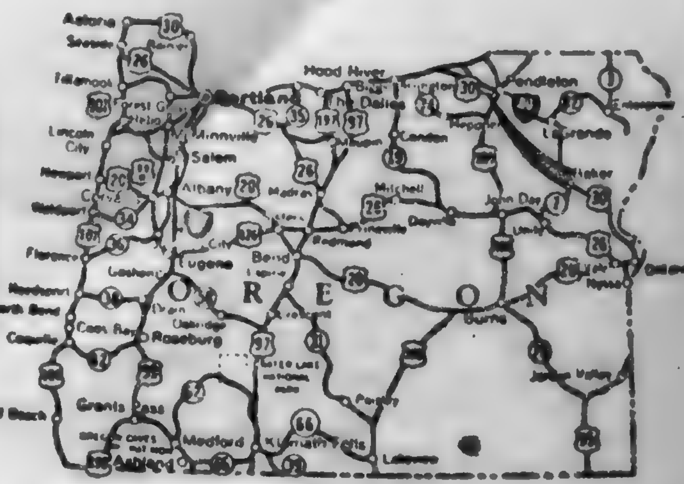
AS REVISED

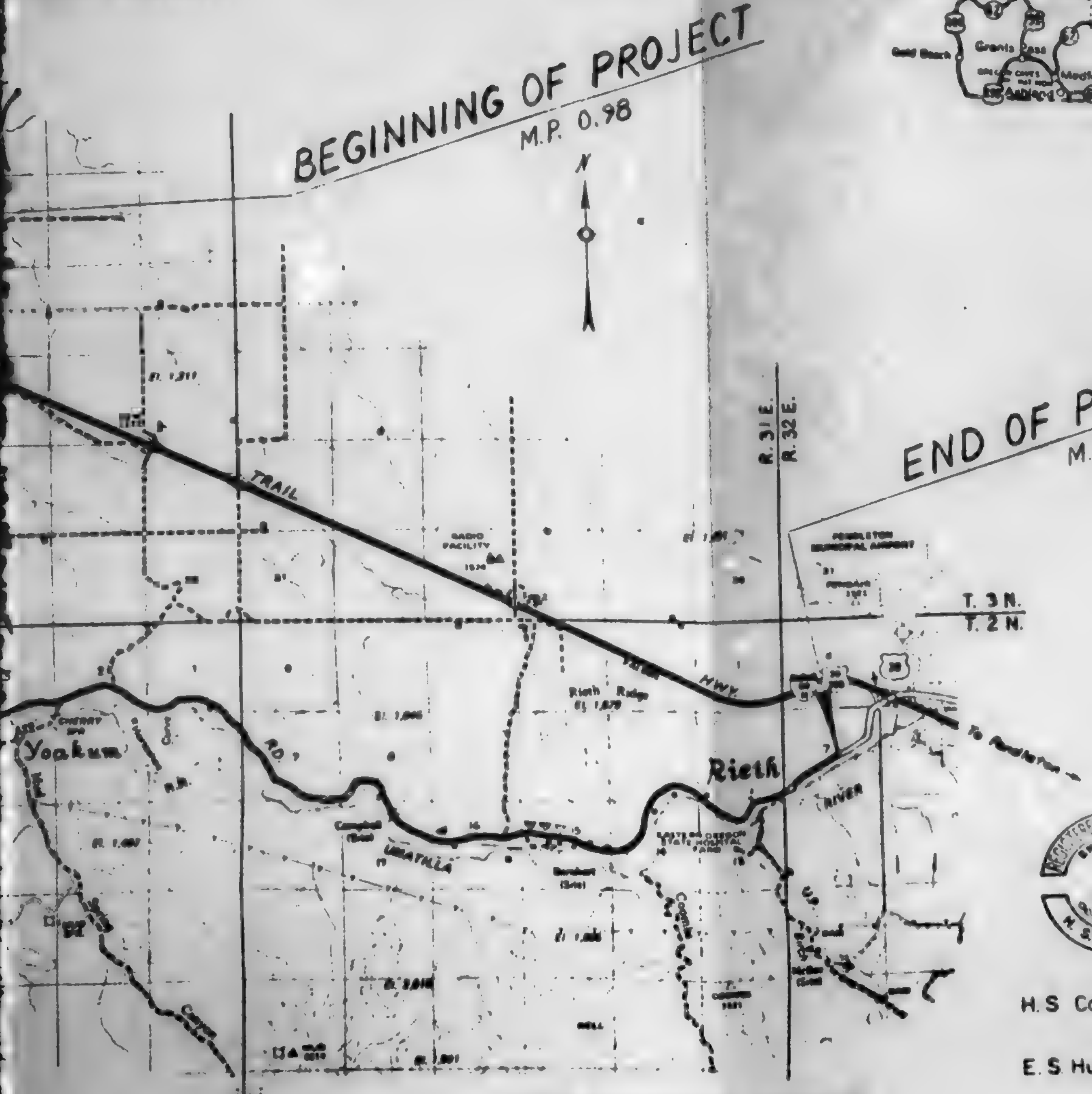
PRELIMINARY COPY
MAR 3 1 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

# IETH SECTION

## S (OLD RIVER RD.)

## TILLA COUNTY




BEGINNING OF PROJECT
M.P. 0.98
END OF PROJECT
M.P. 22.95
N
TRAIL
HWY
RADIO FACILITY
PENDLETON MUNICIPAL AIRPORT
T. 3 N.
T. 2 N.
R. 31 E.
R. 32 E.
Rieth Ridge
Yoakum
Rieth
RD.
RIVER
UMATILLA
To Pendleton
R. 30 E.
R. 31 E.

Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER

EDGAR S. HUNTER

H.S Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — TECHNICAL SERVICES ENGINEER

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

No R/W Map

# GUARD RAIL TABLE

| | MILE POINT TO MILE POINT | LEFT | RIGHT | PLAN | SECTION | *GUARD RAIL ON BRIDGE LIN. FT. | *GUARD RAIL ON HEADWALL LIN. FT. | TYPE 2-A Lin. Feet | TYPE 3 Lin. Feet | ZEBRA BOARD EACH | END PIECE-TY | END |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Br. M.P. 0.992 | 0.979 - 0.995 | ✓ | | 1 | A-A | 37.5 | | 25 | 25 | | | 1 |
| | 0.995 - 1.009 | ✓ | | 1 | A-A | | | 50 | 25 | | | 1 |
| | 0.974 - 0.995 | | ✓ | 1 | A-A | 37.5 | | 50 | 25 | | | 1 |
| | 0.995 - 1.000 | | ✓ | 1 | B-B | | | 25 | | | | |
| Br. M.P. 1.060 | 1.045 - 1.066 | ✓ | | 2 | A-A | 62.5 | | 25 | 25 | 1 | 1 | 1 |
| | 1.040 - 1.066 | | ✓ | 2 | A-A | 62.5 | | 50 | 25 | 1 | 1 | 1 |
| Br M.P 2.484 | 2.475 - 2.482 | ✓ | | 3 | A-A | | | 25 | 25 | | | 1 |
| | 2.486 - 2.500 | ✓ | | 3 | A-A | | | 50 | 25 | | | 1 |
| | 2.475 - 2.486 | | ✓ | 3 | A-A | | | 50 | 25 | | | 1 |
| | 2.486 - 2.495 | | ✓ | 3 | A-A | | | 25 | 25 | | | 1 |
| Br. M.P 3.257 | 3.246 - 3.255 | ✓ | | 3 | A-A | | | 25 | 25 | | | 1 |
| | 3.260 - 3.269 | ✓ | | 3 | B-B | | | 25 | 25 | | | |
| | 3.097 - 3.253 | | ✓ | 3 | A-A | | | 800 | 25 | | | 1 |
| | 3.257 - 3.266 | | ✓ | 3 | A-A | | | 25 | 25 | | | 1 |
| | 3.515 - 3.638 | | ✓ | 6 | B-B, A-A | | | 650 | | | | 1 |
| | 3.752 - 3.781 | | ✓ | 6 | B-B, A-A | | | 150 | | | | 1 |
| Br M.P. 4.176 | 4.170 - 4.175 | ✓ | | 3 | B-B | | | | 25 | | | |
| | 4.179 - 4.196 | ✓ | | 3 | A-A | | | 62.5 | 25 | | | 1 |
| | 4.169 - 4.174 | | ✓ | 3 | B-B | | | | 25 | | | |
| | 4.178 - 4.268 | | ✓ | 3 | A-A | | | 450 | 25 | | | 1 |
| Br. M.P. 5.343 | 5.332 - 5.341 | ✓ | | 3 | A-A | | | 25 | 25 | | | 1 |
| | 5.345 - 5.354 | ✓ | | 3 | A-A | | | 50 | 25 | | | 1 |
| | 5.289 - 5.341 | | ✓ | 3 | A-A | | | 250 | 25 | | | 1 |
| | 5.345 - 5.354 | | ✓ | 3 | A-A | | | 25 | 25 | | | 1 |
| Br. M.P. 5.557 | 5.500 - 5.555 | ✓ | | 3 | B-B | | | | 25 | | | |
| | 5.559 - 5.573 | ✓ | | 3 | A-A | | | 50 | 25 | | | 1 |
| | 5.541 - 5.555 | | ✓ | 3 | A-A | | | 100 | 25 | | | 1 |
| | 5.559 - 5.573 | | ✓ | 3 | A-A | | | 50 | 25 | | | 1 |
| | 6.217 - 6.238 | ✓ | | 6 | B-B | | | 112.5 | | | | |
| | 6.284 - 6.311 | ✓ | | 6 | A-A, B-B | | | 137.5 | | | | 1 |
| Br. M.P. 6.370 | 6.360 - 6.369 | ✓ | | 3 | A-A | | | 25 | 25 | | | 1 |
| | 6.372 - 6.386 | ✓ | | 3 | A-A | | | 50 | 25 | | | 1 |
| | 6.365 - 6.374 | | ✓ | 3 | A-A | | | | | 1 | | |
| | 6.377 - 6.389 | | ✓ | 3 | A-A | | | 37.5 | 25 | | | 1 |
| | 7.262 - 7.531 | | ✓ | 6 | A-A, B-B | | | 1,425 | | | | 1 |
| | 8.201 - 8.437 | | ✓ | 6 | A-A B-B | | | 1,250 | | | | 1 |
| | 8.747 - 8.780 | | ✓ | 6 | A-A | | | 175 | | | | 2 |
| | 8.833 - 9.043 | | ✓ | 6 | A-A, B-B | | | 1,087.5 | | | | 1 |
| | 8.930 - 8.958 | ✓ | | 6 | A-A, B-B | | | 150 | | | | 1 |
| | 9.066 - 9.098 | ✓ | | 6 | A-A, B-B | | | 175 | | | | 1 |
| | 9.160 - 9.190 | ✓ | | 6 | A-A | | | 162.5 | | | | 2 |
| | 9.150 - 9.482 | | ✓ | 6 | A-A, B-B | | | 1,750 | | | | 1 |
| | 9.879 - 9.930 | | ✓ | 6 | A-A | | | 275 | | | | 2 |
| | 10.252 - 10.295 | | ✓ | 6 | A-A | | | 225 | | | | 2 |
| | 13.412 - 13.533 | | ✓ | 6 | B-B, A-A | | | 637.5 | | | | 1 |
| | 13.431 - 13.450 | ✓ | | 6 | B-B | | | 100 | | | | |
| | 14.147 - 14.205 | | ✓ | 6 | B-B, A-A | | | 300 | | | | 1 |
| | 14.543 - 14.609 | | ✓ | 6 | A-A | | | 350 | | | | 2 |
| | 14.904 - 15.025 | | ✓ | 6 | A-A | | | 637.5 | | | | 2 |
| | 16.001 - 16.065 | | ✓ | 6 | B-B, A-A | | | 337.5 | | | | 1 |
| | 16.605 - 16.792 | | ✓ | 6 | A-A | | | 987.5 | | | | 2 |
| | 16.639 - 16.653 | ✓ | | 6 | A-A | | | 100 | | | | 2 |

For Continuation Of Guard Rail Table, See Sheet 2A

* Double Thickness
(2) Rail Elements

Eriksen, Cox, Wetzel

| ECHO ~ RIETH SECTION<br>FAS B575 (OLD RIVER RD.)<br>UMATILLA COUNTY | | | | SHEET No.<br>2 |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

| ZEBRA BOARD EACH | END PIECE-TYPE B | END PIECE-TYPE C | BRIDGE CONNECTION | ANCHOR TYPE 1 | ANCHOR TYPE 2 | REMARKS | REMOVE GUARD RAIL |
|---|---|---|---|---|---|---|---|
| | | 1 | | 1 | | | 37.5 |
| | | 1 | | 1 | | | |
| | | 1 | | 1 | | | 37.5 |
| | | | | | | Bury East End | |
| 1 | 1 | 1 | | 1 | | Flair On North End | 62.5 |
| 1 | 1 | 1 | | 1 | | Flair On North End | 62.5 |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | | 1 | | 1 | Bury East End | |
| | | 1 | 1 | 1 | | | 50, 112.5 |
| | | 1 | 1 | 1 | | | |
| | | 1 | | 1 | 1 | Bury West End | 62.5 |
| | | 1 | | 1 | 1 | Bury West End | 40 |
| | | | 1 | | | Bury West End | |
| | | 1 | 1 | 1 | | | |
| | | | 1 | | | Bury West End | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | | 1 | | | Bury West End | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| | | | | | 2 | Bury Both Ends | |
| | | 1 | | 1 | 1 | Bury East End | |
| | | 1 | 1 | 1 | | | |
| | | 1 | 1 | 1 | | | |
| 1 | | | | | | Access Rd @ Br End | |
| | | 1 | 1 | 1 | | | |
| | | 1 | | 1 | 1 | Bury East End | 960 |
| | | 1 | | 1 | 1 | Bury East End | 620 |
| | | 2 | | 2 | | | |
| | | 1 | | 1 | 1 | Bury East End | 100, 140, 137.5 |
| | | 1 | | 1 | 1 | Bury East End | |
| | | 1 | | 1 | 1 | Bury East End | 140 |
| | | 2 | | 2 | | | 140 |
| | | 1 | | 1 | 1 | Bury South End | 290, 160 |
| | | 2 | | 2 | | | 137.5 |
| | | 2 | | 2 | | | |
| | | 1 | | 1 | 1 | Bury West End | 175 |
| | | | | | 2 | Bury Both Ends | |
| | | 1 | | 1 | 1 | Bury West End | 87.5 |
| | | 2 | | 2 | | | |
| | | 2 | | 2 | | | 87.5 |
| | | 1 | | 1 | 1 | Bury West End | |
| | | 2 | | 2 | | | 60 |
| | | 2 | | 2 | | | |

## GUARD RAIL TABLE (CON'T.)

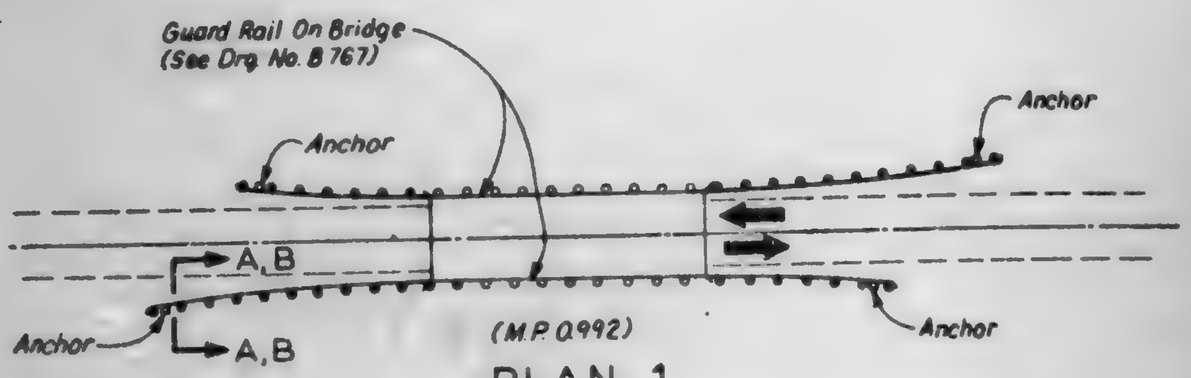
| | MILE POINT TO MILE POINT | LEFT | RIGHT | PLAN | SECTION | *GUARD RAIL ON BRIDGE LIN FT. | *GUARD RAIL ON HEADWALL LIN FT. | TYPE 2-A Lin. Feet | TYPE 3 Lin Feet | ZEBRA BOARD EACH | END PIECE-TYPE B | END PIECE-TYPE | BRI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 17.105 - 17.226 | | ✓ | 6 | A-A, B-B | | | 637.5 | | | | 1 | |
| Box M.P 18.069 | 18.058 - 18.195 | | ✓ | 4 | A-A, C-C | | 25 | 700 | | | | 2 | |
| | 18.062 - 18.076 | ✓ | | 4 | A-A, C-C | | 25 | 50 | | | | 2 | |
| | 19.542 - 19.637 | | ✓ | 6 | A-A | | | 500 | | | | 2 | |
| Box M.P 20.782 | 20.780 - 20.785 | ✓ | | 5 | C-C | | 25 | | | 2 | 1 | | |
| | 20.780 - 20.785 | | ✓ | 5 | C-C | | 25 | | | 2 | 1 | | |
| | 21.288 - 21.667 | | ✓ | 6 | A-A | | | 2000 | | | | 2 | |
| | 22.259 - 22.411 | | ✓ | 6 | A-A | | | 800 | | | | 2 | |
| | 22.419 - 22.592 | | ✓ | 6 | A-A | | | 912.5 | | | | 2 | |
| | 22.718 - 22.752 | | ✓ | 6 | A-A | | | 175 | | | | 2 | |
| | 22.914 - 22.952 | | ✓ | 6 | A-A | | | 200 | | | | 2 | |
| | 22.919 - 22.953 | ✓ | | 6 | A-A | | | 175 | | | | 2 | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

* Double Thickness
(2) Rail Elements

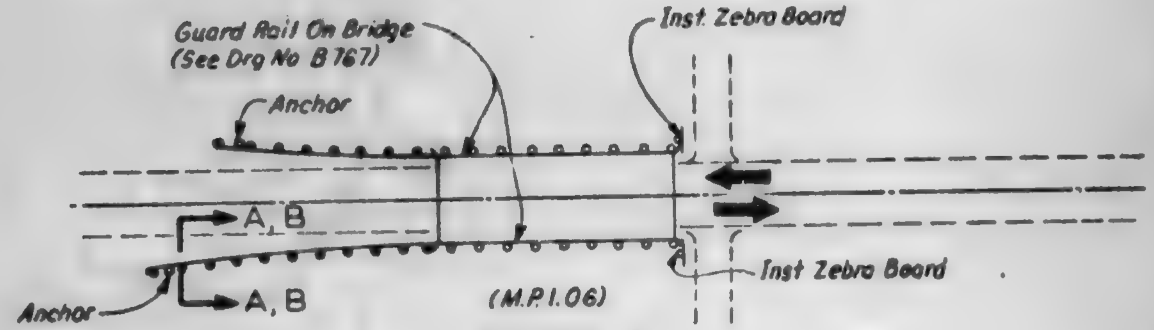
(CON'T.)

| et | BRA BOARD EACH | END PIECE-TYPE B | END PIECE-TYPE C | BRIDGE CONNECTION | ANCHOR TYPE 1 | ANCHOR TYPE 2 | REMARKS | REMOVE GUARD RAIL |
|---|---|---|---|---|---|---|---|---|
| | | | 1 | | 1 | 1 | Bury South End | |
| | | | 2 | | 2 | | Bolt 1A Post On End Box | 30 |
| | | | 2 | | 2 | | | 30 |
| | | | 2 | | 2 | | | |
| | | 1 | | | | | | |
| | | 1 | | | | | | |
| | | | 2 | | 2 | | | 225,1420 |
| | | | 2 | | 2 | | | 230 |
| | | | 2 | | 2 | | | |
| | | | 2 | | 2 | | | |
| | | | 2 | | 2 | | | |
| | | | 2 | | 2 | | | |
| | | | | | | | | |
| | | | | | | | | |

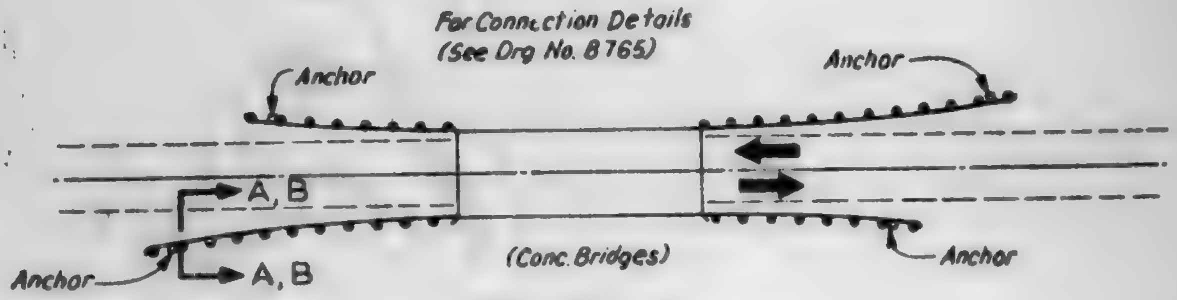
| ECHO ~ RIETH SECTION<br>FAS B575 (OLD RIVER RD)<br>UMATILLA COUNTY | | | | SHEET No.<br>2A |
|---|---|---|---|---|
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |


Guard Rail On Bridge
(See Drg. No. B 767)
Anchor
Anchor
A,B
A,B
Anchor
Anchor
(M.P. 0.992)

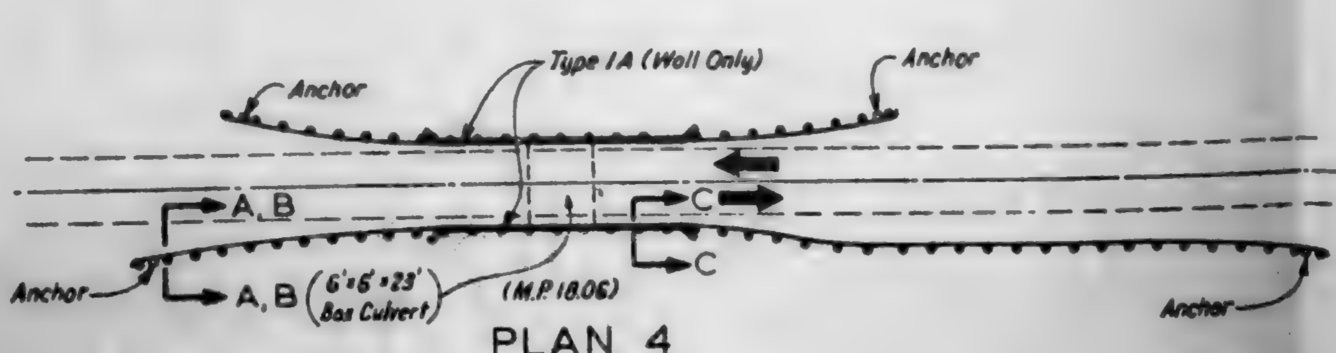
PLAN 1


Guard Rail On Bridge
(See Drg No B 767)
Inst. Zebra Board
Anchor
A,B
A,B
Anchor
Inst Zebra Board
(M.P. 1.06)

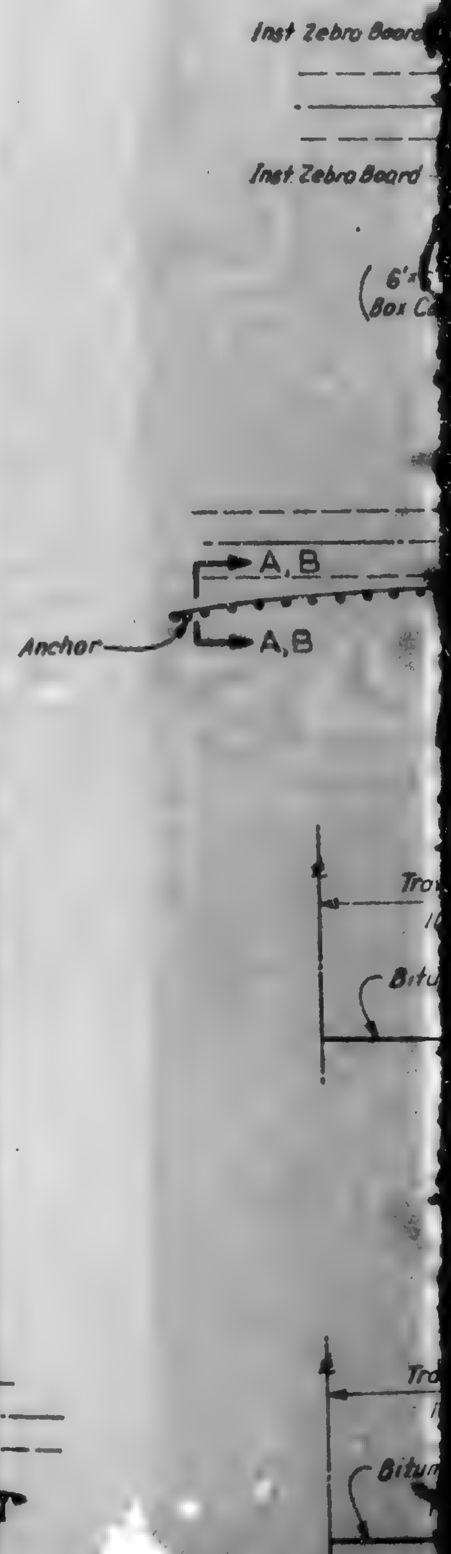
PLAN 2


For Connection Details
(See Drg No. B 765)
Anchor
Anchor
A,B
A,B
Anchor
Anchor
(Conc. Bridges)

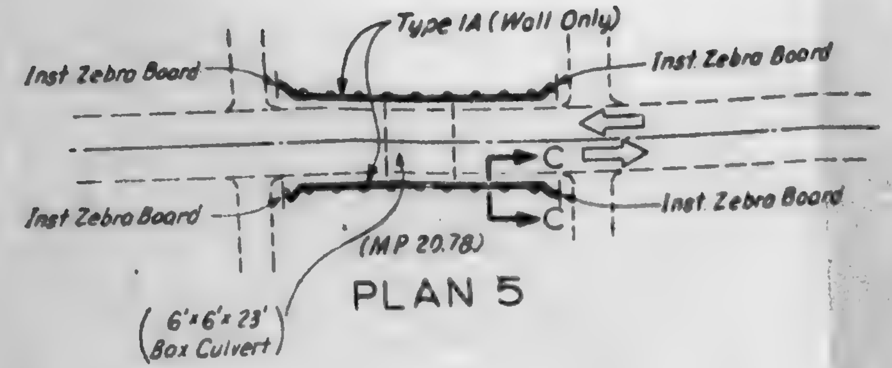
PLAN 3


Type 1A (Wall Only)
Anchor
Anchor
A,B
C
C
Anchor
A,B
6'×6'×23'
Box Culvert
(M.P. 18.06)
Anchor

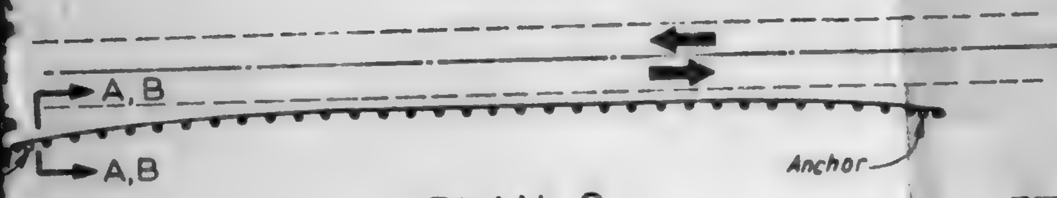
PLAN 4


Inst Zebra Board
Inst. Zebra Board
6'×
Box C
A,B
A,B
Anchor
Bitu
Bitum

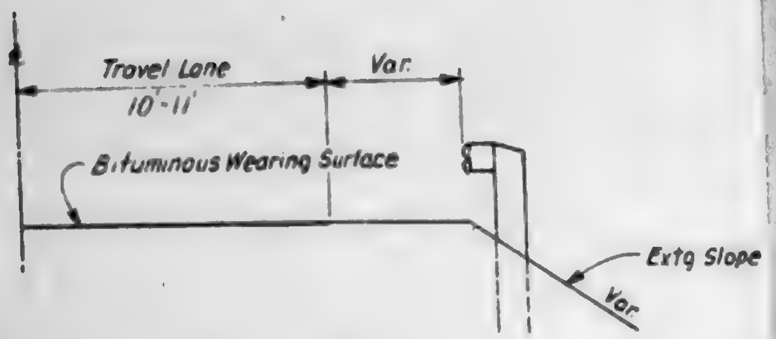
| ECHO ~ RIETH SECTION<br>FAS 8575 (OLD RIVER RD.)<br>UMATILLA COUNTY | | | | SHEET No.<br>2B |
|---|---|---|---|---|
| FED ROAD Div No | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | Sr Index |


Type IA (Wall Only)
Inst. Zebra Board
Inst. Zebra Board
C
C
Inst. Zebra Board
Inst. Zebra Board
(M.P. 20.78)
(6'x6'x23' Box Culvert)

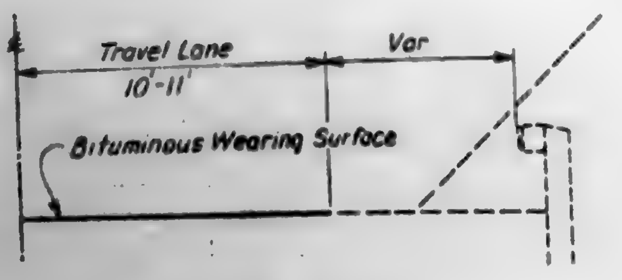
PLAN 5


A, B
A, B
Anchor

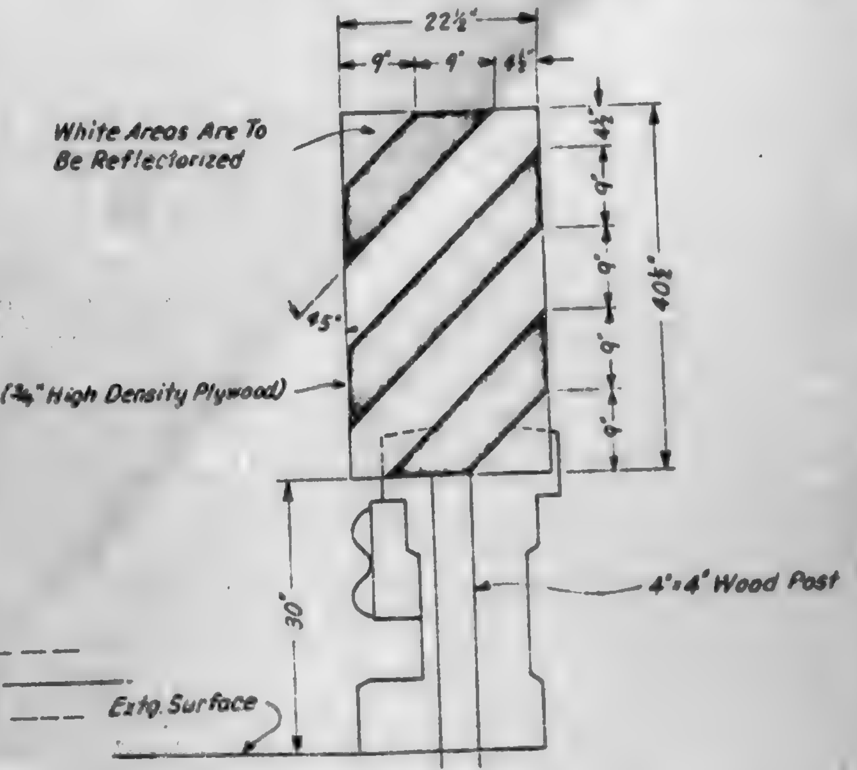
PLAN 6


Travel Lane
10'-11'
Var.
Bituminous Wearing Surface
Extg. Slope
Var.

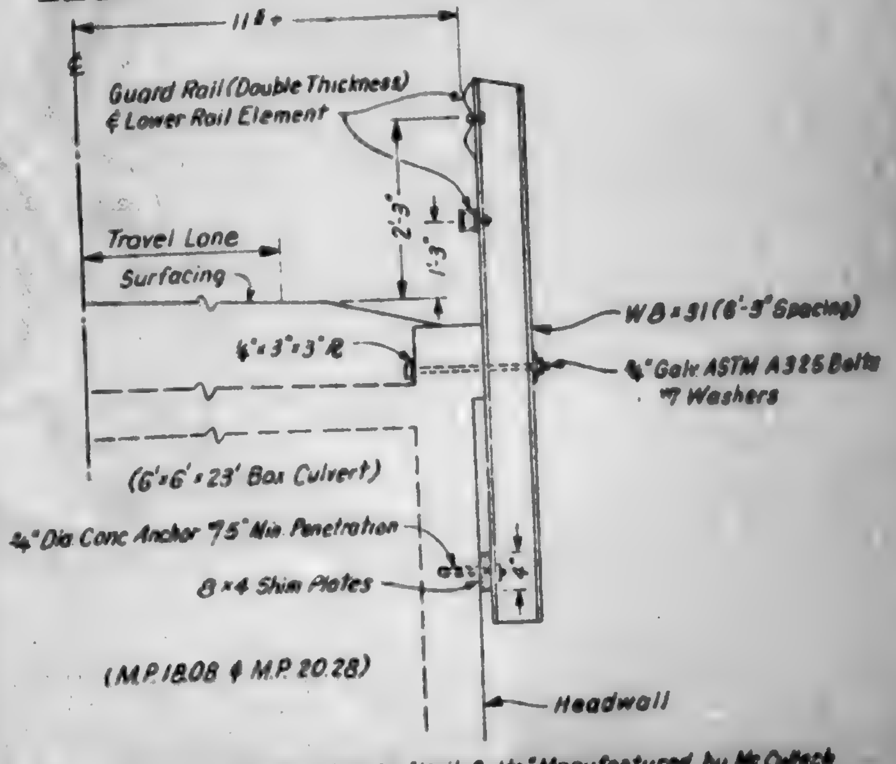
SECTION A-A


Travel Lane
10'-11'
Var.
Bituminous Wearing Surface

SECTION B-B


22½"
9"
9"
4½"
White Areas Are To Be Reflectorized
4½"
9"
9"
9"
9"
40½"
45°
(¾" High Density Plywood)
4"x4" Wood Post
30"
Extg. Surface

ZEBRA BOARD INSTALLATION DETAIL


11'8"±
℄
Guard Rail (Double Thickness) & Lower Rail Element
2'-3"
1'-3"
Travel Lane
Surfacing
W 8 x 31 (6'-3" Spacing)
¼"x3"x3" R
¾" Galv. ASTM A325 Bolts w/ Washers
(6'x6'x23' Box Culvert)
¾" Dia. Conc. Anchor w/ 7.5" Min. Penetration
8x4 Shim Plates
(M.P. 18.08 & M.P. 20.28)
Headwall

Concrete anchors shall be "Kwik Bolts" Manufactured by Mc Culloch Industries, Inc., "Wej-its" Manufactured by Wej-it Corp. or an approved equal. Holes for the anchors shall be drilled with a non-impact rotary drill.

(For Details Not Shown, See Drg. No. 2126A & 8767)

SECTION C-C

8749 2

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

April 13, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTE

Attention: Glenn K. Hossner

Dear Mr. Green:

Re: Echo-Rieth Section
FAS B575 (Old River Road)
Umatilla County

This ROS project is for the installation of guardrail at hazardous locations along approximately 22 miles of county road. This section of road is narrow, having generally 20 feet of pavement and 1 foot gravel shoulders. The road parallels the Umatilla River in several areas and follows the northerly perimeter of Furnish Reservoir.

The horizontal alignment has many curves ranging from 4 degree to 56 degree and the vertical alignment is best described as rolling. The present traffic is 250 ADT.

There are eight bridges and two box culverts in the section. Six bridges are reinforced concrete with concrete curbs ~~and~~ and handrails and have roadway widths from 19'-1" to 19'-6". Two bridges are steel beams with steel posts and guardrails and have roadway widths of 24 feet. The two concrete box culverts have headwalls paralleling the roadway, no guardrails and out to out width of 23'-6".

Guardrail installations generally will be Type 2A, those runs at bridge ends will include 25 feet of Type 3.

The exceptions to Type 2A guardrail will be the steel bridges at M.P. 0.96 and M.P. 1.06 and the box culverts at M.P. 18.08 and M.P. 20.78. At these locations we propose to install

RECEIVED
TECHNICAL SERVICES
APR 14 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3122

new steel posts on 6'-3" centers, double rail elements (without blocks) and brush rails. We felt the addition of blocks at these locations would have an adverse effect by reducing the roadway width to less than 23 feet.

This letter is submitted as documentation on the exception to minimum design criteria as requested in your letter of February 16, 1978.

This project is presently scheduled for the May 25th contract letting.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

FE:ab
cc: E. S. Hunter
    W. E. Schwartz
    F. E. Terpin
    Fred Eriksen

8749

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE Salem OR 97301

DATE: March 21, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project RS-B575(-)
Echo-Rieth Section
Umatilla County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

As requested in Mr. Versteeg's letter of March 9, I concur that it would be in the public interest to use State furnished guardrail members as requested for the proposed project.

G. L. Green

cc:
ODOT (D. O. Christiansen, Final Des Engr)

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TECHNICAL SERVICES

MAR 22 '78

REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8749

8

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 9, 1978

Mr. Glen [illegible]. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97310

NOTED
E. S. HUNTE

Dear Mr. Green:

Re: Echo-Rieth Section
FAS B575 Old River Road
Umatilla County

We are requesting a public interest finding in the State furnishing the following items on the subject section:

State furnished guardrail members (including rail splice bolts) 20,450 lin. ft. at $0.12 = $2,454.00

This material was salvaged from previous projects. It was purchased by the State and stockpiled in the Meacham Maintenance Yard. Charges will be made to the subject project when the actual amount of material used is determined. The contract specifications will require the contractor to pick up the material at the Meacham Maintenance Yard and use it on the project.

This proposal was discussed with and tentatively approved by Mr. Valach of the F.H.W.A.

We feel it is in the public interest to use this material since economy in material costs will allow more guardrail to be constructed. The County will be gaining more safety for their dollars and energy will be conserved by using materials on hand.

Approximately 550 feet of guardrail will have to be contractor furnished (factory bent) due to the small radius curves at some guardrail locations.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
D. H. Moehring
Robert Schroeder
C. T. Keasey
W. E. Schwartz
D. E. Swan
Jack Sullivan
Fred Eriksen

8749

FAS 30-128

FORM 81-734-2030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 3, 1978

FROM: W. E. Schwartz
Region Engineer

S

TO: THE FILES

SUBJECT: Echo-Reith Section
FAS 30-128
Umatilla County
Guardrail Improvement

District 12 has 1900 lengths of current design salvaged guardrail with splice bolts and nuts stockpiled at Meacham. All, or most of this rail has been painted.

I am advised by Region Federal Aid Engineer Roger Lang that Umatilla County would like to have this salvaged rail used on subject project to reduce the cost. I am also advised that they do not wish to have the paint stripped under the contract. If the painted surface proves to be objectionable, they will remove it with their own forces at a later date. I recommend that we allow this rail to be used.

Price of this rail in the yard at Meacham is $0.015/lb., or $0.1164 lineal foot. Source documents to justify this price are State Force Order No. 8 for Contract No. 7680 and Request for Transfer of Cost Distribution dated January 7, 1975.

Specifications for the project should state that the contractor is to haul the material from Meacham. He should also advise the District 12 Engineer at least three days before he intends to pick it up.

REFERRED TO

| | |
|---|---|
| Beard | Dorn |
| Cole | Sample |
| Eriksen F.E. | Watson |
| Hager | Lau |

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

Rough Draft
Letter to FHWA
for approval.
Don

WES:sh

cc Hal Versteeg
D. O. Christensen
Fred Erickson
H. W. Oswald
R. C. Lang
W. C. Ferguson

Versteeg
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 07 1978
ENGINEERING SECTION

Trout
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Bring Up / /
Action

file copy to Eriksen

8749 7-1-77 8

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
ROS-000S(14)

STATE PROJECT NO.
See below

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70598-2

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 7-7-77 | Secondary B575 | County Road |

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
orig to [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

GENERAL LOCATION:
"Echo-Rieth Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $5,000 - F.F. $4,500
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5-26-77 letter, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

PS&E documents must specify Type 2A guardrail.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-7-77 | | for Divisio nAdministrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8750 Imnaha River (Freezeout) Cr 197
Br Sec of FAS Rt B642
(Grading, surfacing & structure)

C*Q 6196 7-22-77

```
TOTAL TO DATE JOB COST SUMMARY                                                   SEPTEMBER 1980          PAG
                                                                                       FISCAL            GR
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE

   FREEZE-OUT GORGE-UPPER IMNAHA CONT NO          FA PROJ NOS RS  642001 100
                                  532     1990       296      00 N 9
                                  532     1990       297      00 N 9
                                  532     1990       298      00 N 9
                                  532     1[illegible]       901      00 P 1
                                  532     19[illegible]       901      00 N 1
                                  532     1990       906      00 P 1
                                  532     1990       914      00 P 1
                                  532     1990       916      00 P 1
                                  532     1990       918      00 P 1
                                  532     1990       923      00 P 1
                                  532     1990       925      00 P 1
                                                     TOT      P1
                                                     TOT      N1
                                               ** JOB TOTALS **               **               **

   IMNAHA RIV BR FRZOUT FAS      CONT NO        * FA PROJ NOS RS  642002 100
                                  532     1994       296      00 N 9                        45.61
                                  532     1994       298      00 N 9                        45.61CR
                                  532     1994       904      00 P 1
                                  532     1994       905      00 P 1
                                  532     1994       906      00 P 1
                                  532     1994       921      00 P 1                        53.16CR
                                  532     1994       950      00 P 1
                                                     TOT      P1                            53.16CR
                                               ** JOB TOTALS **               **            53.16CR**

   WENAHA RV (TROY) BR            CONT NO 0000 * FA PROJ NOS RS  630001 100
                                  532     1998       296      00 N 9
                                  532     1998       297      00 N 9
                                  532     1998       298      00 N 9
                                  532     1998       901      00 P 1
                                  532     1998       901      00 N 1
                                  532     1998       905      00 P 1
                                  532     1998       906      00 P 1
                                  532     1998       914      00 P 1
                                  532     1998       918      00 P 1
                                  532     1998       920      00 P 1
                                  532     1998       921      00 P 1
                                  532     1998       922      00 P 1
                                  532     1998       923      00 P 1
                                  532     1998       926      00 P 1
                                  532     1998       927      00 P 1
                                                     TOT      P1
                                                     TOT      N1
                                               ** JOB TOTALS **               **               **
```

9-80

8750

```
                                                        SEPTEMBER 1980          PAGE  727
                                                              FISCAL            GRAND TOTAL
ENT          PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE

                                                                                          STATE
NHA CONT NO            FA PROJ NOS RS   642001 100                              20,594.28CR
       532     1990      296       00 N 9                                        1,400.00
       532     1990      297       00 N 9                                       19,194.28
       532     1990      298       00 N 9                                       18,436.71
       532     1990      901       00 P 1                                            5.43
       532     19.       901       00 N 1                                            6.36
       532     1990      906       00 P 1                                          336.47
       532     1990      914       00 P 1                                          753.22
       532     1990      916       00 P 1                                        2,651.19
       532     1990      918       00 P 1                                            2.40
       532     1990      923       00 P 1                                          184.61
       532     1990      925       00 P 1                                       22,370.96
                         TOT       P1                                                5.43
                         TOT       N1                          **           **  22,376.39   **
                      ** JOB TOTALS **

                                                                                          STATE
   CONT NO          * FA PROJ NOS RS   642002 100                 45.61          3,527.04CR
       532     1994      296       00 N 9                         45.61CR        3,527.04
       532     1994      298       00 N 9                                          770.86
       532     1994      904       00 P 1                                          196.84
       532     1994      905       00 P 1                                        2,309.00
       532     1994      906       00 P 1                         53.16CR          709.43
       532     1994      921       00 P 1                                          122.64
       532     1994      950       00 P 1                         53.16CR        4,110.77
                         TOT       P1                  **         53.16CR**      4,110.77   **
                      ** JOB TOTALS **

                                                                                          STATE
   CONT NO 0000 * FA PROJ NOS RS   630001 100                                   12,800.00CR
       532     1998      296       00 N 9                                          800.00
       532     1998      297       00 N 9                                       12,000.00
       532     1998      298       00 N 9                                        4,811.72
       532     1998      901       00 P 1                                            3.77
       532     1998      901       00 N 1                                        2,450.45
       532     1998      905       00 P 1                                        6,578.17
       532     1998      906       00 P 1                                          110.35
       532     1992      914       00 P 1                                        1,046.33
       532     1998      918       00 P 1                                           84.69
       532     1998      920       00 P 1                                          915.02
       532     1998      921       00 P 1                                           62.97
       532     1998      922       00 P 1                                           36.54
       532     1998      923       00 P 1                                        2,5[illegible]
       532     1998      926       00 P 1                                           53.[illegible]
       532     1998      927       00 P 1                                       17,73[illegible].54
                         TOT       P1                                                3.77
                         TOT       N1                  **                   **  17,740.31   **
                      ** JOB TOTALS **
```

8750

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-16-80 | CC 2062 | | 532-1047-297 |

**BILL TO:** Code:

Wallowa County Court
Courthouse
Enterprise, Oregon 97828
Attn: Mr. Vern Russell, County Surveyor

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Imnaha River (Freezeout Road)<br>Bridge Section<br>FAS B642<br>Project No. RS-B642(2) | | | |
| County's Advance Deposit | | | $17,800.00 |
| County's Share of Project Costs | | | 17,335.89 |
| | | | $ 464.11 |
| (Please send copy of itemized statement with billing) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 17,800.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 13,800.00 |
| Balance | $ 4,000.00 |
| Transfer to Highway Fund | $ 3,535.89 |
| Refund Due | $ 464.11 |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1842 |

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 9-16-80

**County** Wallowa **Contract No.** 8750 **Date Completed** ________

**FAS** 8642 **Section** Imnaha River (Freezeout) Bridge Section

**PAYMENTS TO CONTRACTOR**

| | ITEM | TOTAL COST |
|---|---|---|
| Payments to Contractor | (Federal Participation) | $221,955.61 |
| Engineering | | 20,966.40 |
| TOTAL | | $242,922.01 |
| Interest to Contractor | (Non Participation) | $ 18.50 |
| Construction Engineering | | 139.86 |
| TOTAL | | $ 158.36 |
| Federal Funds Collected | | $208,427.08 |

County's Share of Costs are as follows:

1/2 ($242,922.01 + $139.86 - $208,427.08) + $18.50 = $ 17,335.89

| | |
|---|---|
| County's Advance Deposit | $ 17,800.00 |
| County's Share of Costs | 17,335.89 |
| REFUND DUE COUNTY | $ 464.11 |

**Reference: Billing Form** CC 2062

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (*Payee must not use this column*) |
|---|---|---|---|---|---|---|
| | Imnaha River (Freezeout) Bridge<br>Wallowa County | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All Required | | | $ 3,339.91 | |
| | Type Code Y070 | | | | State | |
| | Archeological Salvage | All Required | | | 770.86 | |
| | Construction<br>Type Code 2010<br>Roadway (Sta. 8+95 To Sta. 10+13)(Sta. 11+25 To Sta. 15+20) | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $221,955.61 | |
| | Construction Engineering | | | | | |
| | State | All Required | | | 20,966.40 | |
| | Total Participating Costs | | | | $247,032.78 | |
| | Nonparticipating Items | | | | | |
| | Interest Paid to Contractor | All Requird | | | $ 18.50 | |
| | Construction Engineering-State | All Required | | | 139.86 | |
| | Total Nonparticipating Costs | | | | $ 158.36 | |
| | TOTAL PROJECT COSTS | | | | $247,191.14 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/24/80. | | | | | |
| | Used 315 | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

MEMORANDUM

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

| | |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>RS-B 642(2) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 3-16-78 To: 3-11-80 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $ 4,110.77 | $ 4,110.77 | 85.80% | $ 3,527.04 | $ 3,527.04 | $ 0.00 |
| 243,080.37 | 242,922.01 | 85.80% | 208,427.08 | 208,427.08 | 0.00 |
| $247,191.14 | $247,032.78 | 85.80% | $211,954.12 | $211,954.12 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | |
| PASSED FOR PAYMENT | | Oregon |
| FORWARDED BY FHWA DIVISION OFFICE | | 7/25/80 |

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
.......................................................** JOB TOTALS **.................**...................**.....5.9
 IMNAHA RIV CK BR, FREEZEOUT   CONT NO 82[illegible] & FA PROJ NOS OS 642002 100
                                        [illegible] 1047  [illegible]    00 P 1                                          221.
                                        532  1047  203    00 N 1
.......................................[illegible] 1047  [illegible]    00 N 9..........................................222.
                                        [illegible] 1047  [illegible]    00 N 9                                           1
                                        [illegible] 1047  [illegible]    00 N 9                                          20
                                        [illegible] 1047  [illegible]    00 P 1         53.16              53.16           20.
                                        532  1047  900    00 N 1                                                         1
......................................................................................................................
TOTAL TO DATE JOB COST SUMMARY                                                    JULY 1980          PAGE
......................................................................................................................
                                                                                    FISCAL           GRAND
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION    GR  CURRENT MONTH     YEAR TO DATE        TO D
                                        532  1047    [illegible]    00 P 1
                                                     TOT         P1        53.16              53.16         242.
                                                     TOT         N1
.............................................** JOB TOTALS **.........53.16 **.............53.16 **......243.0
                                                                                                    243,0
 WENAHA RIVER (TROY) BRIDGE   CONT NO 9110   FA PROJ NOS OS 630002 100
                                        532  1051  201    00 P 1                                                53.
                                        532  1051  204    00 P 1                                                 2.
.......................................532  1051  2[illegible]    00 N 9.......235.14CR..........235.14CR.........62.6
                                        532  1051  253    00 N 9       235.14             235.14               52.6
                                        532  1051  900    00 P 1     1,038.03           1,038.03                4,8
                                        532  1051  [illegible]    00 P 1
                                                     TOT         P1      1,038.03           1,038.03               60.6
                                                  ** JOB TOTALS **      1,038.03 **        1,038.03 **          60.6
......................................................................................................................
 FIFTEENMILE CR BR @ DUFUR    CONT NO 9[illegible] & FA PROJ NOS RS 117003 100
                                        [illegible] [illegible]  [illegible]    01 P 1                                          116.
                                        [illegible] 101[illegible]  243    00 P 1
                                        533  1018  270    01 P 1
.......................................[illegible] 1018  2[illegible]    00 N 9.............................................123.
                                        [illegible] 1018  297    00 N 9                                           7.
                                        [illegible] 1018  253    00 N 9                                          11
                                        [illegible] 10[illegible]  [illegible]    00 P 1                                           1
                                        [illegible] 1018  900    00 N 1                                           3.
                                        [illegible] 1018  915    00 P 1
.......................................[illegible] 10[illegible]  921    00 P 1...............................................
                                        533  1018  [illegible]    00 P 1
                                                     TOT         P1                                          134,91
                                                     TOT         N1                                            3.
                                                  ** JOB TOTALS **               **                 **        138.9
......................................................................................................................
 DUFUR SECT OF [illegible]        CONT NO [illegible] & FA PROJ NOS [illegible]
```

```
        [illegible] TOTALS **                         **                    **   [illegible] **

NT NO 8250 X FA PROJ NOS RS  692002 100                                          STATE
   [illegible]  [illegible]  [illegible]  [illegible] P 1                221,9[illegible].61   7[illegible]    79
   532   1047   225   00 N 1                                                 10.60   79    79
   [illegible]  1047  [illegible]  00 N 9                         222,1[illegible].61CR  7[illegible]  [illegible]
   [illegible]  1047  [illegible]  00 N 9                          13,[illegible]        7[illegible]  [illegible]
   [illegible]  1047  [illegible]  00 N 9                         201,[illegible].61     7[illegible]  [illegible]
   [illegible]  1047  [illegible]  00 P 1     53.16          53.16    20,[illegible]     7[illegible]  [illegible]
   532   1047   900   00 N 1                                                139.66   78    79



                                                   JULY 1980          PAGE  232
                                                    FISCAL          GRAND TOTAL       ACTIVE YRS
      PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE      TO DATE          BEG    END
   532   1047   [illegible]   00 P 1                                                    78     79
                 TOT       P1          53.16           53.16         242,9[illegible].01
                 TOT       N1                                           1[illegible].35
              ** JOB TOTALS **         53.16  **       53.16  **     243,0[illegible].37  **
                                                                  243,080.37

CONT NO 9110   FA PROJ NOS RS  630002 100                                       STATE
   532   1051   201   00 P 1                                          53,925.00    80    80
   532   1051   204   00 P 1                                           2,[illegible].25CR  80  80
   532   1051   2[illegible]   00 N 9    235.14CR        235.14CR    52,660.25CR   80    80
   532   1051   253   00 N 9    235.14           235.14          52,660.25     80    80
   532   1051   900   00 P 1  1,038.03         1,038.03          4,834.57     80    80
   532   1051   [illegible]   00 P 1                                      10.02     80    80
                 TOT       P1        1,038.03         1,038.03        60,827.39
              ** JOB TOTALS **       1,038.03  **     1,038.03  **    60,827.39  **

CONT NO 8[illegible]22 X FA PROJ NOS RS  117003 100                                  STATE
   [illegible]  1018   [illegible]   00 P 1                               116,[illegible].[illegible]   77   78
   [illegible]  101[illegible]   203   00 P 1                           [illegible].[illegible]CR   77   78
   [illegible]  1018   270   01 P 1                                        542.59    80    80
   [illegible]  1018   [illegible]   00 N 9                             123,153.31CR   77    80
   [illegible]  1018   297   00 N 9                                      7,900.00    77    77
   [illegible]  1018   293   00 N 9                                    115,753.31    77    80
   [illegible]  1018   [illegible]   00 P 1                             1[illegible],[illegible]   77   [illegible]
   [illegible]  1018   910   00 N 1                                     3,[illegible].76   77    80
   [illegible]  1018   915   00 P 1                                        130.33    80    80
   [illegible]  1018   921   00 P 1                                          5.00CR   77    77
   533   1018   [illegible]   00 P 1                                        80.42    77    78
                 TOT       P1                                           134,910.62
                 TOT       N1                                             3,[illegible].76
              ** JOB TOTALS **            **                **        13[illegible],907.38  **

CONT NO [illegible]
```

```
                                   532   1032       [illegible]      [illegible] P 1
                                   532   1032       [illegible]      [illegible] N 1
                                                    TOT              P1
                                                    TOT              N1
                                                    ** JOB TOTALS **                 **                    **

[illegible] RIV CK BR. FREEZEOUT   CONT NO 8[illegible] & FA PROJ NOS RS [illegible]02 100
                                   532   1047       [illegible]      [illegible] P 1
                                   532   1047       [illegible]      [illegible] N 1
                                   532   1047       [illegible]      [illegible] N [illegible]
                                   532   1047       [illegible]      [illegible] N [illegible]
                                   532   1047       [illegible]      [illegible] N 9
                                   532   1047       [illegible]      [illegible] P 1        53.16                 53.16
                                   532   1047       9[illegible]     [illegible] N 1

OTAL TO DATE JOB COST SUMMARY                                                                         JULY 1980
                                                                                                         FISCAL
ESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION    OB   CURRENT MONTH      YEAR TO DATE
                                   532   1047       [illegible]      [illegible] P 1
                                                    TOT              P1              53.16                 53.16
                                                    TOT              N1
                                                    ** JOB TOTALS **                 53.16  **             53.16  **

 WENAHA RIVER (TROY) BRIDGE   CONT NO 91[illegible]   FA PROJ NOS RS 6[illegible]002 100
                                   532   1051       [illegible]      [illegible] P 1
                                   532   1051       [illegible]      [illegible] P 1
                                   532   1051       [illegible]      [illegible] N 9     275.19CR              275.19CR
                                   532   1051       [illegible]      [illegible] N 9     2[illegible] 19       2[illegible] 19
                                   532   1051       [illegible]      [illegible] P 1   1,[illegible] 03      1,[illegible] 03
                                   532   1051       [illegible]      [illegible] P 1
                                                    TOT              P1                1,[illegible] 03      1,[illegible] 03
                                                    ** JOB TOTALS **                   1,[illegible] 03  **  1,[illegible] 03  **

 FIFTEENMILE CR BR @ DUFUR    CONT NO C522 & FA PROJ NOS RS  117003 100
                                   533   1018       [illegible]      [illegible] P 1
                                   533   1018       [illegible]      [illegible] P 1
                                   533   1018       270              01 P 1
                                   533   1018       [illegible]      [illegible] N 9
                                   533   1018       [illegible]      [illegible] N 9
                                   533   1018       [illegible]      [illegible] N 9
                                   533   1018       [illegible]      [illegible] P 1
                                   533   1018       [illegible]      [illegible] N 1
                                   533   1018       915              [illegible] P 1
                                   533   1018       921              [illegible] P 1
                                   533   1018       [illegible]      [illegible] P 1
                                                    TOT              P1
 532   1032      [illegible]      [illegible] P 1                                      [illegible]
 532   1032      [illegible]      [illegible] N 1                                 5.[illegible]
                 TOT              P1                                                19.[illegible]
                 TOT              N1
              ** JOB TOTALS **                     **                   **        5.[illegible] 03  **
.....................................................................................................
                                                                                              STATE
CONT NO 8770 * FA PROJ NOS RS  60[illegible]02 100                                221.[illegible]    79     79
 532   1047      [illegible]      [illegible] P 1                                   [illegible]      79     79
 532   1047      [illegible]      [illegible] N 1                                 222.[illegible]CR  [illegible]  [illegible]
 532   1047      [illegible]      [illegible] N [illegible]                        [illegible]        [illegible]  [illegible]
 532   1047      [illegible]      [illegible] N 9                                  2[illegible].01   [illegible]  [illegible]
 532   1047      [illegible]      [illegible] P 1      53.16          53.16        2[illegible].[illegible]   79     79
 532   1047      [illegible]      [illegible] N 1                                  1[illegible]          79     79
.....................................................................................................


                                                   JULY 19[illegible]        PAGE  232
.........................................................................................................
                                                          FISCAL        [illegible] TOTAL   [illegible]
      PREFIX           FUNCTION   [illegible]  CURRENT MONTH   YEAR TO DATE      TO DATE      [illegible]  [illegible]
 532   1047          [illegible]  [illegible] P 1                                  [illegible]
                     TOT          P1            53.16           53.16          292.[illegible]
                     TOT          N1                                             1[illegible]
                  ** JOB TOTALS **              53.16 **        53.16 **      293.[illegible] 37  **
.........................................................................................................
                                                                                          STATE
CONT NO 9110   FA PROJ NOS RS  6[illegible]002 100                             [illegible]       [illegible]  [illegible]
 532   1031      [illegible]      [illegible] P 1                              2 [illegible]CR  [illegible]  [illegible]
 532   1031      [illegible]      [illegible] P 1     275.19CR        275.19CR    52,[illegible]CR  [illegible]  [illegible]
 532   1031      [illegible]      [illegible] N 9     2[illegible].19  2[illegible].19   52.[illegible]   [illegible]  [illegible]
 532   1031      [illegible]      [illegible] N 9    1.[illegible].03  1.[illegible].03  4.[illegible]  [illegible]  [illegible]
 532   1031      [illegible]      [illegible] P 1                                  [illegible]
 532   1031      [illegible]      [illegible] P 1
                 TOT              P1              1.[illegible]    1.[illegible]      60.[illegible]
                  ** JOB TOTALS **                1.[illegible].03  **   1.[illegible].03  **   60.[illegible]27.39  **
.........................................................................................................
                                                                                          STATE
CONT NO 0522 * FA PROJ NOS RS  117003 100                                      116.[illegible]     77     77
 533   1018      [illegible]      [illegible] P 1                                [illegible]CR    77     [illegible]
 533   1018      [illegible]      [illegible] P 1                                 [illegible]      [illegible]  [illegible]
 533   1018      270              01 P 1                                       123.[illegible]CR   77     [illegible]
 533   1018      [illegible]      [illegible] N 9                                  [illegible]      77     [illegible]
 533   1018      [illegible]      [illegible] N 9                               116.[illegible]     77     [illegible]
 533   1018      [illegible]      [illegible] N 9                                 [illegible]      77     [illegible]
 533   1018      [illegible]      [illegible] P 1                                  [illegible]      [illegible]  [illegible]
 533   1018      [illegible]      [illegible] N 1                                  [illegible]      [illegible]  [illegible]
 533   1018      915              [illegible] P 1                                  [illegible]CR    77     78
 533   1018      921              [illegible] P 1                                  [illegible]
 533   1018      [illegible]      [illegible] P 1                               134,910.[illegible]
                 TOT              P1
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8750

L

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

3-11-80 (PPM 20-5)

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>RS-B642(2) | 2. COUNTY<br>Wallowa | 3. STATE<br>Oregon 8750 |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The following work on the Imnaha River (Freezeout) Bridge Section of FAS route B642 (Upper Imnaha River Rd.) involved (1) construction of roadbed embankment, grid rolled aggregate subbase and leveling course, (2) construction of Bridge No. 16257 over the Imnaha River (Length: 112 feet, Roadway width: 28 feet) and (3) performance of such additional and incidental work as called for by the specifications and plans. Work was completed on November 27, 1978.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Weaver Construction Co. | 6. CONTRACT AMOUNT<br>$223,422.00 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

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STATE HWY ENGR
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File
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Sign
D/R
R/D
Inves
Info

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9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 34 feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 2010 | 0.097 | ~~28~~ 28 | X081 | 0.021 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>David B. Carter, Area Engineer | 11. DATE OF INSPECTION<br>June 27, 1979 |

12. IN COMPANY WITH
J. Schliecki, Resident Engineer, OSHD

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>David B Carter<br>D. B. Carter | | 16. SIGNATURE<br>G. K. Hossner<br>G. K. Hossner | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>3-11-80 | 17. TITLE<br>Field Operations Engr | 18. DATE<br>3-11-80 |

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8750

April 4, 1979

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8750 awarded to Weaver Construction Co. for work on the Imnaha River (Freezeout) Bridge Section of FAS B642 in Wallowa County was completed on November 27, 1978, and accepted by the State Highway Engineer on April 4, 1979.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 9, 1979.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8750

Report # 27

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Imnaha River (Freeze-out) Bridge

WEEK ENDING: December 29, 1978

SECTION PREFIX: 532-1047

HIGHWAY: FAS B642

COUNTY: Wallowa

NAME OF JOB: Imnaha River (Freeze-out) Bridge

KIND OF WORK: Grading, Surfacing and Structure

CONTRACTOR: Weaver Construction Co.

CONTRACT NUMBER: 8750

FEDERAL AID PROJECT NUMBER: RS-B642(2)

DATE OF CONTRACT: June 12,1978

DATE WORK STARTED: June 25, 1978

ESTIMATED COMPLETION DATE: December 78

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 145

WORK DAYS USED:

CALENDAR DAYS USED: 145

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 254,151.47

EXCLUSIVE OF ENGINEERING: $ 233,988.49

ENGINEERING AUTHORIZATION: $ 20,152.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 233,988.49

ENGINEERING COST TO DATE: $ 14,230.68
This Week 0.0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 70.6 %

DATE PROJECT WAS COMPLETED: 11-27-78

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:
Hand Tools

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16257 | | | | | | | |
| PERCENT | 98 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 24 | Snow shwrs | 0 | | |
| MONDAY 25 | Snow shwrs | 0 | | |
| TUESDAY 26 | Clear Cold | 0 | | |
| WEDNESDAY 27 | Clear, cold | 0 | | |
| THURSDAY 28 | Cldy, cold | 0 | | |
| FRIDAY 29 | Cldy, cold | 0 | | |
| SATURDAY 23 | ptly cldy, cold | 0 | | |

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inlow
RECEIVED
JAN 2 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 24 | No activity |
| MONDAY 25 | No activity |
| TUESDAY 26 | No activity |
| 27 WEDNESDAY | No activity |
| 28 THURSDAY | No activity |
| FRIDAY 29 | No activity |
| 23 SATURDAY | No activity |

## REMARKS

STATUS: New structure openned to traffic 11-22-78

Next Week: Removing Materials, equipment ect. from job site.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8750

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

## Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention of Hon. Marion W. McCrae
County Judge

Request No. (assigned by staff engineer or head of section) cc 1842

Date July 5, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit Construction $17,800

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | 4,000 | |
| | | To be transferred to State Highway funds for the construction of the Imnaha River (Freezeout) Bridge Section - FAS B642<br>Covered by agreement #6196 | | $13,800 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution: 532-1047-297 |
| If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 17,800 | Submitted by: Harold Reynoldson<br>Harold Reynoldson |
| Is this a partial or final request for billing? partial | Approved:<br>Regional Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | Approved:<br>G. W. Wimer Section Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. | |

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8750

2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Joseph Schlieski

June 21, 1978

Weaver Construction Co.
P. O. Box 338
Union, OR 97883

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8750 for work on the Imnaha
River (Freezeout) Bridge Section of
FAS B642 in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1116
Tacoma, WA 98401

**HENRY-RUST & CO.** *Contract Bonds · Industrial Insurance*

June 15, 1978

OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Or 97310

RE: CONTRACT NO. 8750
CONTRACTOR - WEAVER CONSTRUCTION CO.

Gentlemen:

We respectfully transmit the executed bonds and certificate of insurance for the above referenced contract for filing with your department.

We trust everything is in order for this filing, however, if not please do not hesitate to contact us immediately.

Thank you.

Very truly yours,

Paula Peterson
Paula Peterson
Bond Department

pp

Encls.

RECEIVED
JUN 16 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

PHONE (208) 344-3501 / P. O. BOX 8008 / BOISE, IDAHO 83707

8750

9

STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>6-175 | . S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-20-78 | ate Oregon<br>County Wallowa<br>Project No. RS-B642(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 23 miles E. of Enterprise

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 3-16-78 | 0.118 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.118 |
| OTHER *(Specify)* | | |

FUNDS 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 268,151.00 | $ 229,989.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter
For: H. S. Coulter
Oregon State Highway Engineer
*(Title)*

By ____________________
*(Title)*

By ____________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 2 8 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

| | |
|---|---|
| Oregon State Highway Division<br>Salem, Oregon, June 13, 1978 | Federal-aid Project<br>No. RS-B642(2) |

IMNAHA RIVER (FREEZEOUT) BRIDGE
FAS B642, UPPER IMNAHA R. Rd.
WALLOWA COUNTY

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 14,000.00 |

Type Code 2010
Roadway (Sta. 8+95 to Sta. 10+13) (Sta. 11+25 to Sta. 15+20)

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 1,000.00 |
| Temporary Signs | 147 sq.ft. | 10.00 | 1,470.00 |
| Temporary Barricades | 4 each | 50.00 | 200.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 150 lin.ft. | 4.00 | 600.00 |
| Flagmen | 40 hour | 5.00 | 200.00 |
| Removal of Structures and Obstructions | All Required | | 10,000.00 |
| Embankment in Place | 1,918 cu.yd. | 6.00 | 11,508.00 |
| Toe Trench Excavation | 520 cu.yd. | 4.00 | 2,080.00 |
| Finishing Roadbed and Slopes | All Required | | 1,100.00 |
| Watering | 35 M-gal. | 10.00 | 350.00 |
| Grid-Rolled Aggregate Subbase | 930 cu.yd. | 5.00 | 4,650.00 |
| Grid Roller with Tractor | 16 hour | 60.00 | 960.00 |
| 3/4" - 0 Aggregate Base | 300 cu.yd. | 14.00 | 4,200.00 |
| Guard Rail, Type 2A | 225 lin.ft. | 25.00 | 5,625.00 |
| Guard Rail, Type 3 | 50 lin.ft. | 30.00 | 1,500.00 |
| Guard Rail Anchors, Type 1 | 2 each | 300.00 | 600.00 |
| Rail End Pieces, Type C | 4 each | 100.00 | 400.00 |
| Type 1 Fence | 500 lin.ft. | 5.00 | 2,500.00 |
| Loose Riprap, Class 700 | 550 cu.yd. | 8.00 | 4,400.00 |
| Filter Blanket | 60 cu.yd. | 5.00 | 300.00 |
| | | | $ 53,643.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Seeding and Mulching | All Required | | $ 500.00 |
| | Subtotal | | $ 54,143.00 |
| | Engineering | | 7,309.00 |
| | Total | | $ 61,452.00 |

Type Code X081
Structure, Bridge #16257 (Sta. 10+13 to Sta. 11+25)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 18,000.00 |
| Bridge Removal Work | All Required | | 6,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 3,000.00 |
| Structure Excavation | 220 cu.yd. | 15.00 | 3,300.00 |
| Structure Excavation Below Elevations Shown | 20 cu.yd. | 15.00 | 300.00 |
| Structural Concrtete, Class 3300 (110 cu.yds.) | All Required | | 20,500.00 |
| 110'/115' Deck Bulb Tee Prestressed Beams | 5 each | 20,000.00 | 100,000.00 |
| Reinforcement (14,800 lbs.) | All Required | | 6,300.00 |
| Structural Steel (1,650 lbs.) | All Required | | 3,400.00 |
| Metal Rail with Tubing | 219 lin.ft. | 41.00 | 8,979.00 |
| | Subtotal | | $169,779.00 |
| | Engineering | | 22,920.00 |
| | Total | | $192,699.00 |

Length of Roadway - - - 0.097 mile
Length of Structure - - 0.021 mile
Length of Project - - - 0.118 mile

Cost of Roadway Per Mi. $633,525.77

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 14,000 | $ 12,006 | $ 997 | $ 997 |
| Roadway | 61,452 | 52,706 | 4,373 | 4,373 |
| Structure | 192,699 | 165,277 | 13,711 | 13,711 |
| Total | $268,151 | $229,989 | $19,081 | $19,081 |

Group 1 - 100%
Contract No. 8750
Prefix: 532-1047
Prefix: 532-1994

8750

9

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
SAIF
Fran

June 12, 1978

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for work on the Imnaha River (Freezeout) Bridge Section of FAS Route B642 in Wallowa County for the sum of $223,422 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Wallowa County and when the sum of $17,800 is deposited by the County.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8750.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 23, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8750

May 26, 1978

Wallowa County Court
Courthouse
P.O. Box 160
Enterprise, OR 97828

ATTN: Honorable Marion W. McCrae
County Judge

Gentlemen:

On May 26, 1978 a satisfactory bid was received from Weaver Construction Co., P.O. Box 588, Union, Oregon 97883, for Imnaha River (Freezeout) Bridge Section, FAS-B642.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $223,422.00 |
| Seeding & Mulching | 500.00 |
| 4½% Contingencies | 10,076.49 |
| 9% Engineering | 20,152.98 |
| ESTIMATED TOTAL COST | $254,151.47 |

318,569.96

County's Advance Deposit:
7% of $254,151.47 = $17,790.60 or say $17,800.00.

Rec'd
Roger
do
6/12/78

This project will be awarded upon receipt of your advance deposit which should be in this office no later than June 16, 1978.

Told
Virgil
✓

Please make your check in the amount of $17,800.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

bc w/AD# 443: Vern Skoog - Please return completed AD #443
when check is received.
Region 5 Federal Aid Engineer Roger Lang

8750

8

Salem, Oregon
May 8, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 25, 1978 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 25 on the following projects:

1. Milwaukie-Gladstone
   SE River Road, Clackamas County
   Grading and Paving

   Class II and Class III bikeways incorporated in this project.

2. Molalla River State Park, Clackamas County
   Grading, Paving and Toilet Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Coos Bay and North Bend Pavement Marking, Coos County
   Pavement Marking

   Same as No. 2.

4. Dayville Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Same as No. 2.

5. Ashland Pavement Marking, Jackson County
   Pavement Marking

   Same as No. 2.

6. Wolf Creek Tavern State Wayside, Josephine County
   Grading, Paving and Sewage

   Same as No. 2.

7. Pacific Highway West at Barger Avenue (Eugene)
   Pacific Highway West, Lane County
   Traffic Signals

   Same as No. 2.

8. Church Street-Mill Street (Silverton)
   Cascade Highway, Marion County
   Grading and Paving

   Three-foot shoulders and sidewalk being provided. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Heppner Rock Production
   Wasco-Heppner Highway, Morrow County
   Aggregate Production

   Same as No. 2.

10. SW Barbur Boulevard at SW Miles Street, W Burnside Street at NW 23rd Avenue, and SW 1st Avenue at SW Arthur Street
    Portland City Streets, Multnomah County
    Traffic Signals

    Same as No. 2.

11. NE Glisan Street Undercrossing
    East Portland Freeway, Multnomah County
    Structures

    Eight-foot sidewalk bikeways to be included in this project.

12. Ross Island Bridge-SE 52nd Avenue
    Mt. Hood Highway, Multnomah County
    Building Alteration and Repair

    Same as No. 2.

13. Echo-Rieth, Umatilla County
    Guardrail Installation

    Same as No. 2.

14. Imnaha River (Freezeout) Creek Bridge, Wallowa County
    Structure

    Four-foot shoulders, 20-foot travelway.
    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

15. SW Allen Boulevard at Lombard Street (Beaverton)
    Washington County
    Traffic Signals

    Same as No. 2.

16. Pacific Highway West-SW 3rd Street (Sherwood)
    Washington County
    Grading and Paving

    An 8-foot sidewalk bikeway will be incorporated in this project.

DNS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8750

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

May 4, 1978

Vern Russell
Wallowa County Courthouse
Enterprise, Oregon 97828

Dear Vern:

RE: Project Estimate, Imnaha River (Freezeout) Bridge, FAS B642

Enclosed is copy of estimated costs for the Freezeout Bridge which have been compiled by the Final Design Unit in Salem.

In discussing the estimate with Joe Schlieski, it was determined that some of the costs appear to be out of line and it is anticipated that we may receive a bid lower than what has been estimated.

Originally, we had estimated the complete cost at $167,300. It appears we failed to consider all factors in the cost of roadway surfacing, fencing, and riprap. Present cost estimates break down in the following manner:

| | | |
|---|---|---|
| Total Estimated Cost | | $231,160.91 |
| Federal Share | $198,336.06 | |
| State | 16,412.43 | |
| County | 16,412.42 | |

Wallowa County does have ample Federal Aid funds to cover this project. If the County wishes to change anything on this estimate or if the estimate must be revised and downscoped, please contact me at once.

Sincerely,

R. C. Lang

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sh
Enclosure

cc G. Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ CPE ☐
MAY [illegible] 1978
WR
File: PM FA
LG OP
TAA ____________

Form 81-734-3123

8750

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-3-78

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-B642(2)

TE PROJECT NO. See below

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Dividion Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80193

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 3/16/78 | 5/3/78 | Secondary B642 |
| | | STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

Imnaha River (Freezeout) Bridge

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry, dated April 21, 1978, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

5-31

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5/3/78 | G.K. Hassner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—626-787

8750

FASB642

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78
Donald L. [illegible]

5-25-78 Bid Letting ______________ All Clear Deadline

SECTION IMNAHA RIVER (FREEZEOUT) BRIDGE
Highway FAS B642 Imnaha River Rd.
County Wallowa Region 5
Type of Work G. P. Str Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | All Clear |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☐ | ☒ | ☒ | ☒ | ☒ | Permit applied for - have special conditions |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| 4-F Statement | ☐ | ☒ | ☐ | ☐ | ☒ | Cleared by Envir Sec |
| U.S.F.S. Coordination | ☐ | ☒ | ☐ | ☐ | ☒ | " " " " |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

Section IMNAHA RIVER (Freezeout) Bridge
Programming Estimate $ 231,000

Highway FAS B642
Project Length

County Wallowa 4-25-78
Completion Time 145 Calendar day

Kind of Work Grade, Surfacing & Structure

Prefix 539-1994
FA Project No. RS-B642(2)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 203,166

| | | |
|---|---|---|
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | $ 500.00 |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| Seeding and Mulching | 500 | |
| | | $ 203,666 |
| Contingencies (4-1/2%) | | 9,164.91 |
| Engineering ( 9 %) | | 18,329.94 |
| ~~SUBTOTAL~~ | | $ |
| ~~Credit for~~ | | |
| Estimated Net Authorization, Construction | | $ 231,160.91 |

APPROVED

Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION

MARY--BID SCHEDULE--[✓ COST ESTI]

Sheet 1 of 2

Date

Section IMNAHA R (FREEZEOU ) BR

County Wallowa

Kind Of Work

Length

Name DA-r

4-13-78 81

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobization (10%) | | All | All | | 18,000 |
| | Temporary Protection and Direction | | All | All | | 2500 |
| | Temporary Signs | | Sq Ft | 147 | 6 – | 882 |
| | Temporary Barricades | | Each | 4 | 125 – | 500 |
| | Temporary Continuous Rail Traffic Barriers, Reflectorized | | Lin Ft | 150 | 6 – | 900 |
| | Flagmen | | Hr | 40 | 20 50 | 820 |
| | Removal of Roadwork Structures and Obstructions | | All | All | — | 1,500 00 |
| | Embankment in Place | | Cu Yd | 1918 | 5 50 | 1054 |
| | Toe Trench Excavation | | Cu Yd | 520 | 5 00 | 2600 |
| | Finishing Roadbed and Slopes | | All | All | — | 500 00 |
| | Watering | | M-Gal | 35 | 10 00 | 350 |
| | Grid-Rolled Aggregate Subbase | | Cu Yd | 930 | 12 00 | 1116 |
| | Grid Roller with Tractor | | Hr | 16 | 50 00 | 800 |
| | 3/4"-0 Aggregate Base | | Cu Yd | 300 | 17 50 | 5,250 |
| | Guard Rail, Type 2A | | Lin Ft | 225 | 30 00 | 6750 |
| | Guard Rail, Type 3 | | Lin Ft | 50 | 45 00 | 2250 |
| | Guard Rail Anchors, Type 1 | | Each | 2 | 300 00 | 600 |
| | Rail End Pieces, Type C | | Each | 4 | 150 00 | 600 |
| | Type 1 Fence | | Lin Ft | 500 | 5 00 | 250 |
| | Loose Riprap, Class 700 | | Cu Yd | 550 | 20 00 | 11,000 |
| | Filter Blanket | | Cu Yd | 60 | 25 00 | 1500 |
| | | | | | | |
| | | | | | | |
| | | | | | | |

OREGON STATE HIGHWAY DIVISION
S MARY--BID SCHEDULE--COST ESTIM

Sheet 2 of 2
Date

Section Imnaha River (Freezeout) Bridge
County
Kind Of Work
Length
Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | STRUCTURE | | | | | |
| | Bridge Removal Work | | All | All | | 7600 |
| | Shoring, Cribbing, Etc. | | All | All | | 5000 |
| | Structure Excavation | | Cu Yd | 220 | 10 | 2200 |
| | Structure Excavation Below Elevations Shown | | Cu Yd | 20 | 15 | 300 |
| | Structural Concrete, Class 3300 (110 cy @ $200) | | All | All | | 22000 |
| | 110'/115' Deck Bulb Tee Prestressed Beams | | Each | 5 | 13,500 | 67,500 |
| | Reinforcement (14,800 lbs @ $0^{30}$) | | All | All | | 4440 |
| | Structural Steel (1650 lbs @ $3^{00}$) | | All | All | | 4950 |
| | Metal Rail with Tubing | | Lin Ft | 219 | 35 | 7665 |

8750

C.C. DE. Swan
Roger Trystad
C.T. Keasey

OREGON STATE HIGHWAY DI[illegible]ION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

4-21-78

532

Subject: Federal Aid Project No. ________
Project Name Imnaha River (FREEZOUT) Bridge
FAS - B642

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this 21st day of April, 1978

County of Wallowa

Marion W. McClure
County Judge/Chairman

Gary McFetridge
Commissioner

Jean E. Butler
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 4-24-78

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8750

ROBERT W. STRAUB

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Imnaha River (Freezeout) Bridge
Upper Imnaha River Road
FAS B642
Bridge 16257

NOTED
E. S. HUNTER

Attached is a copy of a letter from Wallowa County indicating they will not use salt or other deicing chemicals on the subject structure.

We request approval to not include a waterproof membrane on the structure plans. An A.C. wearing surface will be installed by the county at a future date.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Structural
Design Engineer

Attach.

cc ~~E.~~ S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
FOR

| Info | Invest | R/D | D/R | Sign | Apl | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8750

2

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 12, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

NOTED
E. S. HUNTE'

Attention: Glenn K. Hossner

Dear Mr. Green:

Re: Imnaha River (Freezeout) Bridge
FAS B642 (Upper Imnaha River Road)
Wallowa County

The primary purpose of the subject project is to replace the existing structure which was constructed in 1919 and to relieve the existing sharp approach curves. This will be done by reducing a 95°± curve to 48°, eliminating a 32°± curve and reducing a 25°± curve to 20°. The existing roadway is a gravel surface from 20' to 24' wide with a current ADT of 60. The existing structure has a 16' roadway. We will be providing for two 10' lanes and 4' shoulders and a 28' roadway on the new structure. Present surfacing will remain gravel.

Guardrail will be added to the approaches to the new structure. This will provide an improvement compatible with funding, existing traffic and the remainder of the highway.

It is not practical to flatten the 48° curve; to do so would require rock excavation, the realignment of Freezeout Creek Road and right-of-way.

We are submitting this letter to you as documentation as requested in your letter of February 16, 1978, entitled "Exceptions to Minimum Design Criteria Non-Interstate Federal-Aid Projects for Pavement Resurfacing".

RECEIVED
TECHNICAL SERVICES
APR 14 '78
REFER TO
FOR

| Info | Rev. | R/D | D/R | ign | Act | Fi. |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 81-734-3122

This project is scheduled for the May 25, 1978, bid letting.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

CB:ab
cc: E. S. Hunter, w/attach.
    W. E. Schwartz, w/attach.
    F. E. Terpin, w/attach.
    W. E. Cole, w/attach.

8750

1 Versteeg
2 Christensen
___ George
___ Olsen
___ Terpin
3 Sullivan
___ Scott
___ Savage

RECEIVED
APR 17 1978
ENGINEERING
SECTION

___ Trout T
Do Not File ☐
Return To ___
Bring Up ___/

PROJECT MANAGEMENT
Action ~~PME~~ ☐ CCE ☐ OM ☐
[✓ LGE ☐] [✓ FAE ☐] CPE ☐
APR 18 1978

copy Bridge
" Environmental
" Gifford

PROJECT MANAGEMENT OFFICE MEMO

File: PM FA
LG OP
TAA ___

Date 4/5/78

FAS BL42 - Wallowa

Subject Imnaha R. (FREEZEOUT) Br. File No. ___

Received (call) (visit) from ___

Address ___

Made (call) ~~(visit)~~ to Roger Lang - Phone ___

Reason for contact and general discussion:

Roger not there but asked Secretary to leave note for him say the environment section was going to have an archeology study run - $200.-

4/10/78 - Roger Called - said project up in the air. hold upon study till settled. ~~xx~~

Signature Harold Reynolds

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Harold Reyneldson says County is having trouble getting the right-of-way. This may possibly result in a line change. When line location is firmed up then the Environmental Section has to make an archaeological survey.

Don Trout
4-17-78

DR M

```
                                                                                          MARCH 1978
TOTAL TO DATE JOB COST SUMMARY
                                                                                            FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION   GR   CURRENT MONTH    YEAR TO DATE
                                      532    1480          921       00
                                      532    1480          923       00
                                      532    1480          926       00
                                                      ** JOB TOTALS **                  **               **

 MAHA RIV BR, FREEZEOUT        CONT NO            FA PROJ NOS
                                      532    1492          901       00           395.14         3,565.86
                                      532    1492          901       00 -                           13.88
                                      532    1492          905       00           635.40           736.44
                                      532    1492          906       00         1,095.36         1,095.36
                                      532    1492          910       00            61.32            61.32
                                      532    1492          918       00           423.07           423.07
                                      532    1492          926       00         1,809.02         2,154.79
                                                      ** JOB TOTALS **          4,419.31  **     8,050.72  **

 MOSQUITO CR(MIDDLE ISL RD) BR CONT NO            FA PROJ NOS
                                      536    1440          901       00
                                      536    1440          905       00
                                      536    1440          906       00
                                      536    1440          913       00
                                      536    1440          914       00
                                      536    1440          918       00
                                      536    1440          920       00
                                      536    1440          921       00
                                      536    1440          926       00
                                      536    1440          980       00
                                                      ** JOB TOTALS **                  **               **

 JANTZEN BCH INTCHGE SIG, I-5  CONT NO            FA PROJ NOS                                      837.42
                                      626    1458          901       00                              822.23
                                      626    1458          905       00                               37.50
                                      626    1458          908       00                            4,608.76
                                      626    1458          911       00           906.13           245.28
                                      626    1458          921       00
                                                      ** JOB TOTALS **            906.13  **     6,551.19  **

 RIVER RD (COTTAGE GR( BIKEWAY CONT NO            FA PROJ NOS
                                      820    1484          901       00 8          20.76            20.76
                                      820    1484          905       00 8                          697.32
                                      820    1484          906       00 8         551.88         4,055.27
                                      820    1484          911       00 8                           88.48
                                      820    1484          913       00 8                          107.52
                                      820    1484          914       00 8                          109.23
                                      820    1484          926       00 8
                                                      ** JOB TOTALS **            572.64  **     5,078.58  **
```

3-78

8750

```
                                                                      MARCH 1978          PAGE  341
MARY
                                                                         FISCAL            GRAND TOTAL
RTMENT           PREFIX          FUNCTION   GR  CURRENT MONTH        YEAR TO DATE            TO DATE
              532    1480         921       00                                                 165.08
              532    1480         923       00                                               1,720.76
              532    1480         926       00                                                  26.94
                               ** JOB TOTALS **                 **                  **       1,932.98  **

                                                                                               00       STATE
T        CONT NO               FA PROJ NOS
              532    1492         901       00            395.14            3,565.86         3,565.86
              532    1492         901       00 -                               13.88            13.88
              532    1492         905       00            635.40              736.44           736.44
              532    1492         906       00          1,095.36            1,095.36         1,095.36
              532    1492         910       00             61.32               61.32            61.32
              532    1492         918       00            423.07              423.07           423.07
              532    1492         926       00          1,809.02            2,154.79         2,154.79
                               ** JOB TOTALS **         4,419.31  **        8,050.72  **     8,050.72  **

                                                                                               00       STATE
RD) BR CONT NO                 FA PROJ NOS
              536    1440         901       00                                                  88.24
              536    1440         905       00                                                 143.56
              536    1440         906       00                                                 123.41
              536    1440         913       00                                                  12.05
              536    1440         914       00                                                  95.75
              536    1440         918       00                                                  47.88
              536    1440         920       00                                                  26.90
              536    1440         921       00                                                 273.83
              536    1440         926       00                                                   3.24
              536    1440         980       00                                                  11.20
                               ** JOB TOTALS **                 **                  **         826.06  **

                                                                                               00       STATE
, I-5  CONT NO                 FA PROJ NOS
              626    1458         901       00                                837.42           837.42
              626    1458         905       00                                822.23           822.23
              626    1458         908       00                                 37.50            37.50
              626    1458         911       00            906.13            4,608.76         4,608.76
              626    1458         921       00                                245.28           245.28
                               ** JOB TOTALS **           906.13  **        6,551.19  **     6,551.19  **

                                                                                               00 100 STATE
IKEWAY CONT NO                 FA PROJ NOS
              820    1484         901       00 8           20.76               20.76            22.90
              820    1484         905       00 8                              697.32         3,677.33
              820    1484         906       00 8          551.88            4,055.27         4,362.97
              820    1484         911       00 8                               88.48            88.48
              820    1484         913       00 8                              107.52           107.52
              820    1484         914       00 8                              109.23           320.38
              820    1484         926       00 8                                                  .72
                               ** JOB TOTALS **           572.64  **        5,078.58  **     8,580.30  **
```

532-1494.

Sent copy to Roger Long
4/10/78

8750

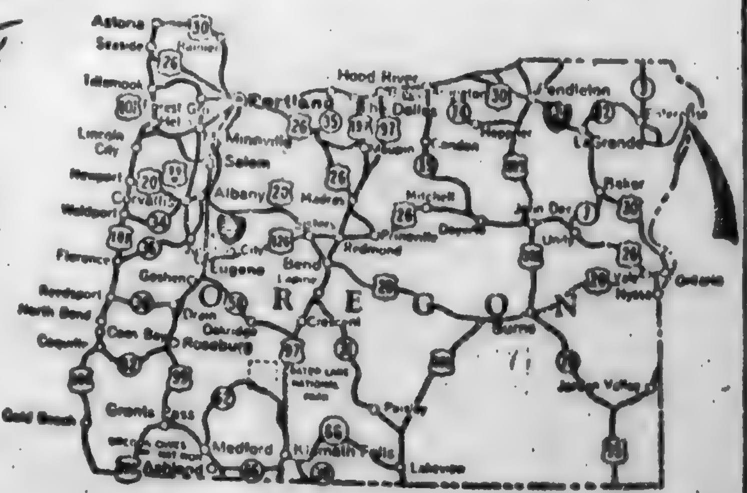
| IMNAHA RIVER (FREEZEOUT) BRIDGE SEC.<br>FAS 8642 (UPPER IMNAHA R. RD.)<br>WALLOWA COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

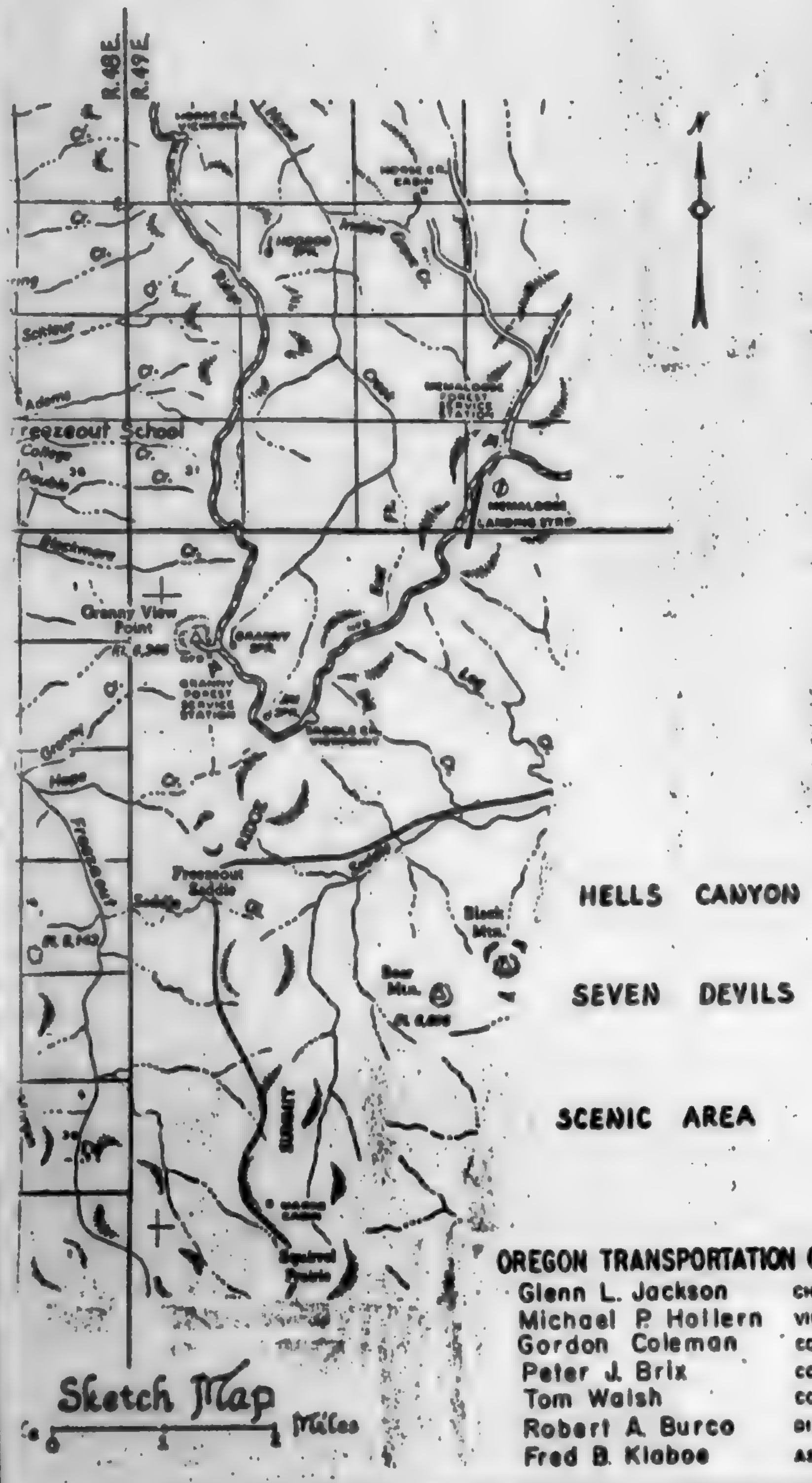
PRELIMINARY COPY
MAR 28 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON
WAY DIVISION
POSED PROJECT

3-31-78

# ZEOUT) BRIDGE SEC.
## ER IMNAHA R. RD.)
## COUNTY


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Ashland
Medford
Klamath Falls
Lakeview
Roseburg
Eugene
Corvallis
Albany
Salem
Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
John Day
Burns
Bend
Redmond
Madras
O R E G O N


R.48E.
R.49E.
N
Freezeout School
Granny View Point
Freezeout Saddle
HELLS CANYON
SEVEN DEVILS
SCENIC AREA
Sketch Map
0 1 2 Miles

changed as county requested

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED March 31 1978
COUNTY COURT OF Wallowa COUNTY
BY ______________ COUNTY JUDGE
______________ COUNTY COMMISSIONER
Jean E. Butler COUNTY COMMISSIONER

H. S. COULTER
EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER
E. S. Hunter — TECHNICAL SERVICES ENGINEER

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: ______________
DISTRICT ENGINEER ______ DATE

8750

STATE OF OREG

INTEROFFICE MEMO

TO: ~~Mr. W. E. Schwartz~~
~~Region 5 Engineer~~

DATE: March 29, 1978

SUBJECT:
Imnaha R. (Freezeout) Br.
Imnaha R. (Freezeout) Br. Sec.
Upper Imnaha R. Road
Wallowa County
Bridge 16257

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are two reduced prints of drawings 33344 through 33348, which are the advance detail drawings for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $157,000.

It is planned to call for bids on this section on May 25, 1978.

These prints are sent to you for a field review. Please return one set by April 9, 1978 with your comments and/or corrections noted thereon.

GWV:dh
Enclosures

cc Merlin Lovell
(Wallowa Co. Roadmaster) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets incl. Found. Rep. (2)
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designers' notes
Construction /w/ 1 set
Utility Unit /w/ 1 set
✓County-City Unit
Engineering /w/ 1 set
J. A. Schlieski /w/ 1 set

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 30 1978
File: PM FA
TAA ____ LG OP

81-123-1387

— 8750

532 1492

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

MAR 29 1978
ACCTG. CONTROL

# AUTHORITY FOR SURVEY

Section Imnaha River (Freezeout ) Bridge
Highway FAS B642
County Wallowa

Date Mar. 28,1978
Authorization No. 1
Survey Prefix 532-1994
(Assigned by Salem office)

Description of termini, route, length, etc.: MP 12.42
Length: 1000 ft.

Note: this prefix replaces 532-1492 which is cancelled.

Purpose of survey: Prepare Plans and specifications for bridge replacement and appr

Estimate of cost:

| | | | |
|---|---|---|---|
| Historical Inventory | 975 | 1,000 | |
| Plans | 905 | 1,000 | |
| Structural Design | 906 | 5,000 | |
| Utility | 914 | 300 | RS-B642(2) |
| Hydraulics | 918 | 500 | Mar 16,78 |
| Specifications | 921 | 500 | |

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 8,300
Previous authorization . . . . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
P.L. Carstensen
Costs & Records Spec.

Recommended for Approval:
Regional Engineer

Recommended for Approval:
F. E. Terpin by George C. Wille
Location Engineer

Approved:
E T Hunter
Assistant State Highway Engineer

PROJECT MANAGEMENT
PCE ☐ CCE ☐ ON ☐
LCE ☐ [✓ FAE] OFE ☐
MAR 31 1978

SP*23604-734

8750 3-16-78

9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-B642(2)
STATE PROJECT NO. See Below
COUNTY NAME Wallowa
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.
ITEM NO. 80193

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>3-16-78 | DATE AUTHORIZATION EFFECTIVE<br>3-16-78 | FEDERAL ROUTE NUMBER<br>Secondary B642<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
"Imnaha River (Freezeout) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Grade, Pave and one Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Archeology salvage
TEC NTE $14,000, Fed. funds $12,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-3-78 letter you are authorized to proceed with actions necessary to advance the physical construciton provided for by the above project at a total estimated cost of $154,000, Federal funds $132,100 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan 3-24

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE<br>3-16-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8750

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5

Atten. Roger Lang
Federal Aid Engr.

DATE: March 9, 1978

SUBJECT:

Imnaha R. (Freezeout) Bridge
Imnaha R. (Freezeout) Bridge Sec.
Upper Imnaha River Road
Wallowa County
Bridge 16257
FAS-C

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are four reduced prints of drawings 33247 and 32210 which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $155,000.

These are being sent to you to obtain Wallowa County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section on May 25, 1978.

GWV:dh
Enclosures

cc H. A. Schell /w/ 2
D. O. Christensen /w/ 1
County-City Unit
Maxine Banks /w/ 1
J. A. Schlieski /w/ 2

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 10 1978
TAA ________ File: PM LG FA OP

81-125-1387

8750

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 3, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80193
Project No. RS-B642(2)
Imnaha River (Freezeout) Bridge Section
Wallowa County FAS-C

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering as programmed at an estimated total cost of $14,000 with an obligation of $12,000 in federal funds.

State Clearinghouse A-95 review letter of approval has been previously forwarded.

CL:dpy

cc: W. E. Schwartz
H. Reynoldson

N/O PE. ADV. DEP.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-

3/2/78

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>Co. Rd., approx, 23 mi. E. of Enterprise<br>21 65 | **ADT** | PRESENT<br>DHV10<br>60 | FUTURE<br>90<br>(66) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P.E. Gr., Pave & 1 Bridge<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Secondary FAS-C | COUNTY NAME |
| | NAME OF URBAN AREA<br>-<br>17-31 | ROUTE NO. S | FEDE<br>B6 |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK<br>CLASS | WORK<br>TYPE | STEP | TERMINI<br>*(Full description)* | MILES | ESTIMATED PRO<br>TOTAL ESTIMATED COST | <br>FEDERAL F |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 48 | 52 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.19 | 14,000 | 12,000 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>2010<br>X081 | | "Imnaha River (Freezeout) Bridge Section" | 0.19 | 154,000 | 132,100 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.19 | 168,000 | 144,100 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

**ADT** PRESENT: DHV10 60 FUTURE: (66) 90 (70) YEAR: (71) 98 (72)

REGION: 10

STATE NAME: Oregon

STATE CODE: 41 (2) (3)

APPN CODE: (4) 075 (9)

ITEM NO.: (14) 80193 (18)

GCY (69) DA CLASSIF. (70) DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER(S): 14 RS- 23

NUMBER: 7 B642(2)

SEQ. NO.: 13

I. Projects Only: POST MI. (24) (26) DESIG. 27

COUNTY NAME: Wallowa

CODE: 063 (14) (16)

ROUTE NO.: S

FEDERAL-AID: B642 (32)

STATE: Co. Rd. (36)

U.S.: (37) (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| ES (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (75) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| .19 | 14,000 | 12,000 | 1,000 | 1,000 (Co.) | |
| | | | | | |
| .19 | 154,000 | 132,100 | 10,950 | 10,950 (Co.) | ROW-40' min.;<br>Access Control-none;<br>Parking Restrictions;<br>None. |
| 0.19 | 168,000 | 144,100 | 11,950 | 11,950 (Co. | |
| | (16) (23) | (24) (33) | | | |

REMARKS

## IMNAHA RIVER (FREEZEOUT) BRIDGE SECTION
## Project No. - RS-B642(2)

Existing Facilities:

Roadway --- 20-foot gravel surface.

Structure --- Freezeout Bridge is a 118-foot steel Pony truss with HC of 16 feet.

Adjacent Sections: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including Archeological Salvage.
2) Construct, on revised alignment, 120-foot prestressed concrete structure with 28-foot roadway, grade and surface necessary roadway approaches and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Are
None involved

FHPM 4-1-4 Requirements:

State Clearinghouse -- A-95 review letter of approval dated February 14, 1978.

District 13 Clearinghouse -- Notice of Intent was sent to the Clearinghouse on January 10, 1978 and since the notice has lain before the Clearinghouse more then 30 days without action it is assumed no adverse review or comments will be receive

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 19,

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

Data for PR-37: Type Code 2010 . . . . . $ 20,000
Type Code X081 . . . . . . 134,000

8750

2

**DEPARTMENT OF TRANSPORTATION**
**UNITED STATES COAST GUARD**

MAILING ADDRESS.
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH. 98174
PHONE (206) 442 5864

16590
Serial 99
3 March 1978

State of Oregon
Department of Transportation
ATTN: Mr. R. W. Ellison
Assistant Structural
Design Engineer
Transportation Building
Salem, OR 97310

NOTED
E. S. HUNTER

RE: Navigability of Imnaha River
at River Mile 29.4

Freezeout Br.
Ⓕ

Gentlemen:

Your letter of 8 February 1978 forwarding information on the characteristics of the Imnaha River has been received.

From the information you submitted, it has been determined the Imnaha River at Mile 29.4, site of the proposed replacement bridge, is not a navigable waterway of the United States. No bridge permit will be required for the proposed replacement bridge.

Your cooperation in submitting the information is appreciated.

Sincerely,

R. C. Walton
R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Copy to: (1) ODOT, D. E. Swan, Salem, OR
(2) FHWA, Herb Schell, Salem, OR

RECEIVED
TECHNICAL SERVICES
MAR 8 '78
REFER TO
FOR

| Info | Invest | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
MAR 8 1978
BRIDGE SECTION

8750

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 28, 1978

David W. Bryson

**FROM:** David W. Bryson
Hydraulic Specialist

**TO:** FILE

**SUBJECT:** Imnaha River (Freeze-out) Bridge
Upper Imnaha River Road
FAS B-642, Wallowa County

The proposed structure will replace an existing 118-foot steel through-truss and will be located slightly upstream on an improved alignment.

## Hydrology

The Imnaha River is a south-north tributary of the Snake River and drains an area of approximately 242 square miles above the proposed bridge site. Based on data from the water-stage recorder (gage No. 13-292000) maintained at Imnaha, the largest flood of record occurred in 1974 with an estimated recurrence frequency of approximately 100 years. The 100-year flood was chosen as the design flood. Based on information from several gages in the Imnaha River basin, both active and discontinued, the following Recurrence Frequency vs. Peak Flow relationship was derived:

| Recurrence Frequency | Peak Flow |
|---|---|
| 5-year | 3,000 cfs |
| 10-year | 3,400 cfs |
| 25-year | 4,150 cfs |
| 50-year | 4,800 cfs |
| 100-year | 5,400 cfs |

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 28 1978
M
File: PM FA
LG OP
TAA

## Hydraulic Design

Maximum highwater elevation at the proposed structure was estimated to be approximately 2689.0 feet (MSL) from information provided by Mr. Clarence Marks, a long-time resident. This elevation was assumed to be the stage corresponding to a discharge of 5400 cfs.

It is recommended that 3.5 to 4 feet of clearance be provided between the design highwater and the bottom of the superstructure for drift passage. Also, the structure should provide a minimum 475-square-foot waterway opening below the design highwater. A single-span structure approximately 100 feet long with vertical abutments would provide the recommended waterway opening. During the design flood, this structure type would create approximately 0.1 foot of backwater.

## Riprap

During the design flood the mean velocity through the bridge opening is approximately 12 feet per second. It is therefore recommended that the westerly approach embankment have 2:1 slopes protected by a 3-foot blanket of Class 700 loose riprap. A filter blanket will be required and this may be a 9-inch layer of 4"-0 to 6"-0 river run or well-graded crushed rock material. The riprap should be placed to a minimum elevation of 2690 (MSL) and have a toe trench.

DWB:jp

cc F.E. Terpin
   Don Harwell
   W.J. Hart
   Jack Davis
   D.O. Christensen
   W.E. Schwartz

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|
| Discharge - cfs | 5400 | 5400 | |
| Discharge - m³/s | | | |
| Frequency - yrs. | 100 | 100 | |
| H.W. Elevation Natural Channel ft. | 2689.0± | 2689.0± | |
| H.W. Elevation Natural Channel m. | | | |
| H.W. Elevation Channel Change ft. | | | |
| H.W. Elevation Channel Change m. | | | |
| Average Velocity - fps | 12 | 12 | |
| Average Velocity - mps | | | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

Imnaha River (Freezeout) Bridge
Upper Imnaha R. Rd., FAS B642
Wallowa County

COMPILED BY: Dave Bryson
DATE: February 24, 1978

8750

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ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

**OREGON STATE**
**HIGHWAY DIVISION**

La Grande Region Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 24, 1978

NOTED
E. S. HUNTER

The Honorable Marion M. McCrea
Wallowa County Judge
County Courthouse
Enterprise, Oregon 97828

Dear Judge McCrea:

RE: Project Scheduling
Imnaha River (Freezeout) Bridge Section

I am pleased to advise you that we have been able to revise the project letting schedule for the Freezeout Bridge. Our Bridge Design Section has prioritized work for this project, and the proposed bid letting date is now May 25, 1978.

In scheduling this date, we are walking down a rather narrow path. We are counting on full cooperation from various agencies in order to achieve this goal.

I suggest you continue your efforts to obtain the necessary right of way at the earliest possible date. Please notify me at once when you have secured the property.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RECEIVED
TECHNICAL SERVICES
FEB 27 '78
REFER TO
cy Hart
FOR

| Info | Revw | R/D | U/R | Ign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

3-6-78

RCL/dlm

cc: Dave Moehring
E. S. Hunter
Gary Potter
F. E. Turpin
Harold Brainerd
Region V R/W
J. A. Schlieski

Form 81-734-3123

8750 2

February 23, 1978

NOTED
E. S. HUNT

RECEIVED
TECHNICAL SERVICES
FEB 23 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Maurice H. Lundy
Regional Director
U.S. Department of the Interior
Bureau of Outdoor Recreation
Northwest Region
915 Second Avenue, Rm. 990
Seattle, Washington 98174

Dear Mr. Lundy:

Your letter of January 20, 1978 to Mr. Swan concerning the Freezeout Bridge replacement on County Road FAS B642 in Wallowa County has been referred to me for reply.

You state that because the project is within the Hells Canyon Recreation Area, any deviations from the existing right-of-way, including temporary construction easements, would require preparation of a Section 4(f) statement.

The land surrounding the project site, including the minor amount necessary for right-of-way, is privately owned. While the project is within the overall boundaries of the Hells Canyon Recreation Area, the project does not impact or require the acquisition of any publicly owned recreational lands, or any private lands that are used for public recreation purposes. The project is very limited in scope, and is simply to replace a deficient bridge structure across the Imnaha River. Therefore, it is our conclusion that the project has been appropriately classified, and that a Section 4(f) Determination need not be prepared.

If you have any questions on this matter, please call me at (503) 378-8486.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:ss

bc: E. S. Hunter ✓ W. J. Hart W. E. Schwartz
D. H. Moehring F. E. Terpin R. L. Lang

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2/21/78

Ed

We need a hydrology report which Steve Macnab says will be ready in 2 weeks. We will do some reassignments of our work load and will have this job for May 25

Walt

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES

FEB 22 '78

REFER TO
Schwartz

FOR

| Info | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | File |
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cy
2-23

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FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 17, 1978

FILE:

Roger C. Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Dave Moehring
Project Management Manager

SALEM

PROJECT MANAGEMENT
PME ☒ CCE ☐
LGE ☐ FAE ☒ OPE ☐
FEB 21 1978
File: PM FA
LG OP
TAA Prange

SUBJECT: Project Scheduling
Imnaha River (Freezeout)
Bridge Section
FAS B642
Wallowa County

Determine what date this project can be advanced to.

Walt Hart says "shooting for May letting." 2/24/78 RAP

Enclosed is a copy of a letter received from Judge McCrea expressing concern over the proposed bid letting schedule for the construction of the Freezeout Bridge.

The County Court applied for funding of the structure on April 6, 1977. The project application and assessment was reviewed and forwarded to Local Programs Section on April 12, 1977.

Listed below is the sequence of events since that point:

| | |
|---|---|
| June 21 | Transportation Commission approved project. Identified County would obtain right of way at own expense. |
| November 1 | Discovered we have had no action towards programming of project with FHWA. (Returned to work this date after sick leave.) Phone calls revealed the project assessment was hung up. |
| November 25 | Project assessment submitted to FHWA. |
| December 19 | Project assessment approved by FHWA, Category 3 Non-Major Action. |
| January 5 | Received approved Authority for Survey showing 14 monies. Apparently, Mr. Hunter became concerned over lack of progress on the project. |
| January 10 | A-95 notice of intent filed with Executive Department. |
| January 20 | Mr. Lundy of B.O.R., Seattle, identified possible need for 4(f) statement to Mr. Swan.<br>Survey data forwarded to F. E. Terpin. |
| February 2 | Mr. Terpin forwarded copy of letter to Region, cover letter dated January 31. I phoned Mr. Terpin, Mr. Swan, Mr. Potter and Mr. Carter who all agreed B.O.R. was off base. Mr. Potter will reply to Mr. Lundy. |
| February 10 | Mr. Swan shows PMS run showing letting scheduled in January, |

Will take up at next schedule meeting re May 25 '78 letting.
RAP

February, and March of 1979. Four months shown for right of way acquisition. Mr. Swan called Frank Lowe who stated that much time was needed to obtain right of way. I told Mr. Swan County was obtaining right of way; in turn, Mr. Lowe asked for confirmation of same.

February 14 Contacted Verne Russell, Wallowa County, who anticipates right of way will be clear by March 1. Advised Mr. Lowe of this.

The above information is intended only as a history of what has happened on this project. I'm not interested in trying to point a finger at anyone. All I want to do is shake the dust out of our britches and get this job back on schedule for this construction season. Please see what you can do.

RCL/dlm
Attachment

cc: E. S. Hunter w/ attach.
W. J. Hart w/ attach.
F. E. Terpin w/ attach.
Harold Brainerd w/ attach.
Region V Right of Way w/ attach.
J. A. Schlieski w/ attach.

Gerald Wimer

GENE W. WILSON
JUDGE

# WALLOWA COUNTY COURT

COMMISSIONERS:
MARION W. McCRAE
GARY McFETRIDGE

State of Oregon

Office of the Judge
Phone: 503-426-3586

Enterprise, Oregon 97828

February 14, 1978

☐ RE ☐ RCE ☐ RME ☐ ROE

☑ RFA FEB 16 1978 ☐

RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
FAS Engineer
Oregon State Highway Division
La Grande, Oregon 97850

Dear Roger:

I was very disturbed to learn that rescheduling had deferred the Freezeout Bridge project until the first quarter of 1979.

Since the condition of this bridge warrants immediate and continuing attention to bring it to the construction stage, I would recommend that every effort be made towards this end. The existing structure is hazardous and not conducive to the increase in traffic that is being experienced on the Imnaha River road.

I feel that a more appropriate timetable for the construction of this bridge can be achieved with a concerted effort by the Highway Division. [redacted] so if we cannot [redacted] are looking at 1979 which, in my opinion, is not reasonable.

I sincerely hope that this project can be expedited for 1978 construction.

Sincerely,

Marion W. McCrae

MARION W. McCRAE
County Judge

MWM:sp

cy McKinney ✓
Schleske
Lang

8750

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

## STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation-Highway Division

PROJECT TITLE: Freezeout Bridge

PNRS #: 7801 2 160

DATE : February 15, 1978

The State Clearinghouse has received additional comments from Department of Fish & Wildlife subsequent to our conclusion letter of February 14, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
FEB 20 '78
REFER TO

FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

NOTED
H.S.COULTER

(x) Please consider this letter and enclosure(s) an addendum to our previous letter.

(x) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 Engineer
District 13 Engineer
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

1-10-78
BEN GIFFORD

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7801 2 160 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife does not object to the bridge construction, providing the following conditions are met:

1. No sump water be allowed to enter the waterway.
2. In-water construction be confined to the period of July 1 through August 15.
3. All pollutants be placed where they cannot enter the waterway or be reached by high water.
4. Disturbed soils be stabilized with appropriate plantings to prevent erosion.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 2/13/78

8750

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 14, 1978

?

The Honorable Earle C. Misener
Wallowa County Judge
County Courthouse
Enterprise, Oregon 97828

Freezeout Bridge
FAS B642

Dear Judge Misener:

RE: Final Project Assessment

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 non-major action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
J. A. Schlieski

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 15 1978
DA
File: PM FA
TAA Beynoldson LG OP

Form 81-734-2128

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation

PROJECT TITLE: Freezeout Bridge

DATE: February 14, 1978

RECEIVED
STATE HWY ENGR
FEB 24 '78
REFER TO
FOR

| Info | Invest | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz, Reg. 5
C. K. Ansell, Dis. 13
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

78012 160

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN G FORD

NOTED
H.S.COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 160 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION IS COORDINATING CULTURAL RESOURCE PROTECTION ON THIS FREEZEOUT BRIDGE PROJECT IN WALLOWA COUNTY WITH THE STATE HISTORIC PRESERVATION OFFICE.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
JAN 13 19[illegible]
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 160 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

## PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(*) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

It appears that the project will have the necessary coordination with the USFS (Hells Canyon National Recreation Area).

Agency LCDC By Bob Bailey

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7801 2 160 Due Date: FEB 10 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JAN 13 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By MA

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ROBERT W. STRAUS
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 8, 1978

Commander
U. S. Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

Freezeout Bridge
Imnaha River
County Road FAS B642
Wallowa County
Navigability

NOTED
E. S. HUNTE

Your letter of January 13, 1978 addressed the subject of navigability for the Imnaha River at the subject bridge site and included a questionnaire entitled, "Factual Characteristics for Navigable Determinations." The questionnaire has been completed and is attached.

Also attached are three photos of the bridge site and one looking upstream. The photos were taken in January 1978 and are typical of the water conditions in the river during that time of year. During the summer months the water level drops exposing more boulders and river bed.

This is another one of the many small streams in Oregon which are a part of our beautiful scenery but are certainly not navigable and should not be so classified.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Assistant Structural
Design Engineer

RWE:dh
Enclosures

cc E. S. Hunter
D. H. Moehring
Gary Potter
W. E. Schwartz

RECEIVED
TECHNICAL SE[illegible]ES

FEB 13 78

REFER TO

FOR

| Info | Inves | R/D | J/R | [illegible] | Act | File |
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Form 81-731-0087 (9-77)

8750

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
La Grande, OR 97850
January 26, 1978

FILE:

FROM: W. E. Schwartz G. L. Epley
Region Engineer

SUBJECT: Imnaha River(Freeze-Out) Bridge
Upper Imnaha River Road
FAS B-642

532-1492

TO:
Frank Terpin
Location Engineer

SALEM

The subject survey records are being sent to you this date.

Please note the last paragraph on page 2 of this letter of transmittal concerning the desirable time to let the contract, with the time limit for the construction of the bridge.

Also the two items listed on page 2 will be sent as soon as we receive them in the region office, concerning right of way negotiations and Federal Aid Project Certifications(R/W; utilities).

cc: file

Returned to Pete 1/30/78

RECEIVED
JAN [illegible] 1978
LOCATION SECTION

GENE W. WILSON
JUDGE

# WALLOWA COUNTY COURT

Office of the Judge
Phone: 503-426-3586

COMMISSIONERS:
MARION W. McCRAE
GARY McFETRIDGE

State of Oregon

Enterprise, Oregon 97828

January 20, 1978

Mr. Joe Schlieski
Oregon State Highway Division
La Grande, Oregon 97850

Re: FAS B-642
Prefix 532-1492-901

Dear Mr. Schlieski:

In regard to the proposed Freezeout Bridge, we herewith agree not to use any salt, calcium chloride, or any other ice inhibiting chemicals that may be injurious to the deck membranes of the bridge.

Sincerely,

VERNE H. RUSSELL
FAS Coordinator

VHR:sp

cc: Wallowa County Court
Wallowa County Road Department

1-24-78

## **** LOCATION NARRATIVE REPORT ****

Subject: Imnaha River (Freeze-Out) Bridge
Upper Imnaha River Road
FAS B-642
Wallowa County

Work to be done: Bridge Replacement
Roadway Re-alignment
Construct Approaches

The proposed project is the replacement of an existing steel thru truss over the Imnaha River on a new alignment to improve existing roadway curvature.

The structure is located south of the town of Imnaha, 12.5 miles upstream.

**Existing Structure:** The existing structure is a light weight steel thru truss, 118' x 16' constructed in 1919 to replace a ford across the Imnaha River. The truss is badly deteriorated and was never designed for the modern day heavy loads. Falsebents have been placed as auxillary supports at the panel points and the east end of the truss is further supported by two large "I" beams bolted on the inside of the truss on top of the steel decking. The structure is supported on solid rock on the east end and a concrete abutment on the west end.

**Proposed Structure:** The proposed structure is a 110' span integral deck bulb - T prestressed beams supported on concrete abutments. Bent #1 will be founded on the solid rock out cropping shown in our photo log. We are assuming the beam seat at bent 1 will be set into solid rock approximately 6". Bent #2 will be a solid concrete abutment with wingwalls founded on a spread footing in bedrock. The structure will have a standard 28' roadway with bolt on metal railing.

**Alignment Revision:** The proposed structure will be located slightly upstream from the existing bridge on the alignment shown as "P" line. This alignment will relieve the existing sharp curves on the approaches and provide for the use of the existing structure as the detour. The proposal by this office has been tentatively approved by the County and the land owner, whose land is being taken. The County had prefered a new alignment down stream but excessive costs prevent the use of that alignment.

**Structure Skew:** The structure skew, if constructed as proposed, is approximately 30 degrees as measured from a line normal to structure centerline - to the channel alignment.

**Super Elevation:** In reviewing the terrain, existing roadway, slow running speed, and the winter climate it is apparent that the development of curves with full design super and standard spirals is not practical or feasible. None of the existing curves have full super. Our recommendation for super on the structure would be 0.02'/' full width of the structure. This super would work well with the 48 degree curve ending on the structure and would not give us excessive super to worry about in the winter.

Final Design: In reviewing the Geometric Design Standards for Highway Other than Freeways it appears that the 28' roadway requested by the County is acceptable. The design standards based on the current ADT and rural road classification indicate minimum width of surfacing as 20' and minmum shoulder as 4'. The structure roadway width must provide for the full approach roadway width - which in this case is 28'.

We have based our proposal on "mountainous terrain" with a design speed of 20 MPH. The 48 degree curve will have a maximum super of 0.06'/' and the structure will have a shed roof deck sloping 0.02'/' downward from the left to right.

Structure Waterway: Existing waterway appears to be more than adequate for all known highwater. A waterway openning of 600 sq. ft. would be more than adequate. Indications in the field and the reported highwater elevation indicate that the full span length of the existing structure has never been utilized by stream runoff.

Drainage Area: Refer to the following quadrangle sheets - Harl Butte, Oregon; Homestead, Oregon; and He Devil.

Foundation: The existing structure is founded on solid rock on the east end and a concrete abutment on the west end. The footing elevation of the abutment is unknown. For the preliminary cost estimate we've assumed some elevations. At bent # 1 we've estimated the beam seat will be set into the rock at elev. 2692.00. Since the foundation test hole at bent # 2 has not been completed at this writing we've guessed that bedrock will be found at elev. 2675 +/-.

Scour: Scour does not seem to be a particular problem at the existing bridge site. If the footing at bent #2 is founded in solid rock on the new structure there should be no problem.

Erosion: Where the existing stream banks are not solid rock they are covered with vegetation, grasses, brush, and some trees. With the proper alignment of the bents with the channel and the placement of some riprap to protect the new embankment there should be no problems.

Drift: There does appear to be some drift along the river. This probably explains why some of the falsebents are hanging free from the old truss. With the desired clear span on the new structure there should be no problems.

Icefloes: This river does experience some icefloes, but with a clear span and the correct alignment of the bents on the new structure with the channel there should be no problem.

Riprap: There has been no riprapping done on the existing structure. We have included a small amount of riprap on the new structure to protect the left side of the new embankment at bent #2.

**Channel Work:** There will be no channel work. There will possibly be some berms or dikes constructed to seperate the structure excavation work area from the free flowing stream.

**Detour:** The existing structure will be used as the detour. The contractor could haul his excavation across the structure. He would have to maintain the falsebents during his operation. Setting the prestressed beams will require the use of two larges cranes and I doubt that these cranes could use the existing structure. Coming in from the south is impossible for either the cranes or the prestressed beams. They'd never get around the rock point at Freeze-Out Gorge - mile point 15.5. The beams are going to have to come in through Imnaha and there are going to be some tight corners. To place the beams the crane on the east side will have to pass the beam to the second crane sitting in the river. The only access for the second crane would be to ford the river below the existing structure and get back on the county road through the pole corral.

**R/W and Property Owners:** Additional R/W or construction easements will be necessary. All the R/W will be acquired from the same property owner - Clarence Marks. We've estimated a taking of 0.6 acre for the new alignment. Returning to his use the present roadway which is 0.1 acre +/-, leaves a net taking of 0.5 acres. The additional R/W will be acquired by the County.

**Minorities:** No minorities have been identified within the limits of this location survey. There is no feasible alternate route. No residents are being displaced.

**Irrigation Facilities:** No irrigation facilities were noted within the location survey.

**Utilities:** Pacific Power & Light Co. maintains a line through the area. Poles are common carrier for power and telephone. The utilities are not in the area of the structure or roadwork.

**Structure Utility Holes:** No utility holes are needed in the structure. The utilities will remain aerial.

**Existing Structure Removal:** Existing structure will become the property of the contractor to be removed by him and disposed of in a satisfactory manner.

**Guardrail:** We recommend approximately 25' of guardrail on each corner of the structure. The guardrail will be furnished and installed by the contractor. We would recommend no guardrail anchors on the east end of the structure. These posts will be in solid rock.

**Material Source:** No material source is being specified. The contractor will have to find the required borrow and riprap. I'm certain that other curves on the present roadway could be improved by flattening cutslopes, etc. For the amount of material needed there should be no problem.

Structural concrete has been available in Enterprise from Custom Concrete, or it could be hauled out of La Grande with the cement added on the site.

**Game Commission:** Discussed the work and reviewed the location map with Ken Witty, Oregon State Game Commission Fish Biologist at Enterprise, on January 19, 1978. He asked that the construction work in the free-flowing stream be done from July 1st to August 15th and that dewater from the excavations be pumped into a settling basin in lieu of directly into the stream. Advised him there would be some rock deposited in the stream from the excavation work at bent 1 - no particular problem noted.

**Fish Commission:** We have not contacted the Fish Commission. They generally agree with our Game Commission Fish Biologists.

**Date of Award:** This project should be let in June with construction to start after the 1st of July. Keep the calendar day count low - 180 days - to be completed in one construction season.

**Structure Upstream:** The next structure upstream is several miles above this structure and does not relate well to this project. See field notes for structure openning.

**Structure Downstream:** The downstream structure is a wood pony truss at The College Creek Guard Station, 2½ miles below this project. No apparent problems with highwater.

**Work to be done by County:** The County plans for all the construction work to be completed by the contractor. If estimated costs become too high - portions of the work could be performed by the County - possibly furnish the 3/4-0 leveling course; replace existing R/W fencing; and other minor items of work that are going to be expensive if completed by the contractor.

The County will acquire the necessary R/W. They currently are negotiating and probably will have a permit of entry shortly.

**Cost Estimate:** We have included Location Cost Estimate and Quantity summary for the proposed structure and the approach construction. Our costs are based on recent structure contracts in the immediate area and grading costs estimated by Salem for the Freeze-Out Gorge Section.

**Preliminary Specifications:** No preliminary specifications have been prepared. They seem to have been of little value in the past. Between the location narrative and the explanation of the cost estimate pertinent special provisions can be determined.

## POSSIBLE SOURCES OF ADDITIONAL INFORMATION

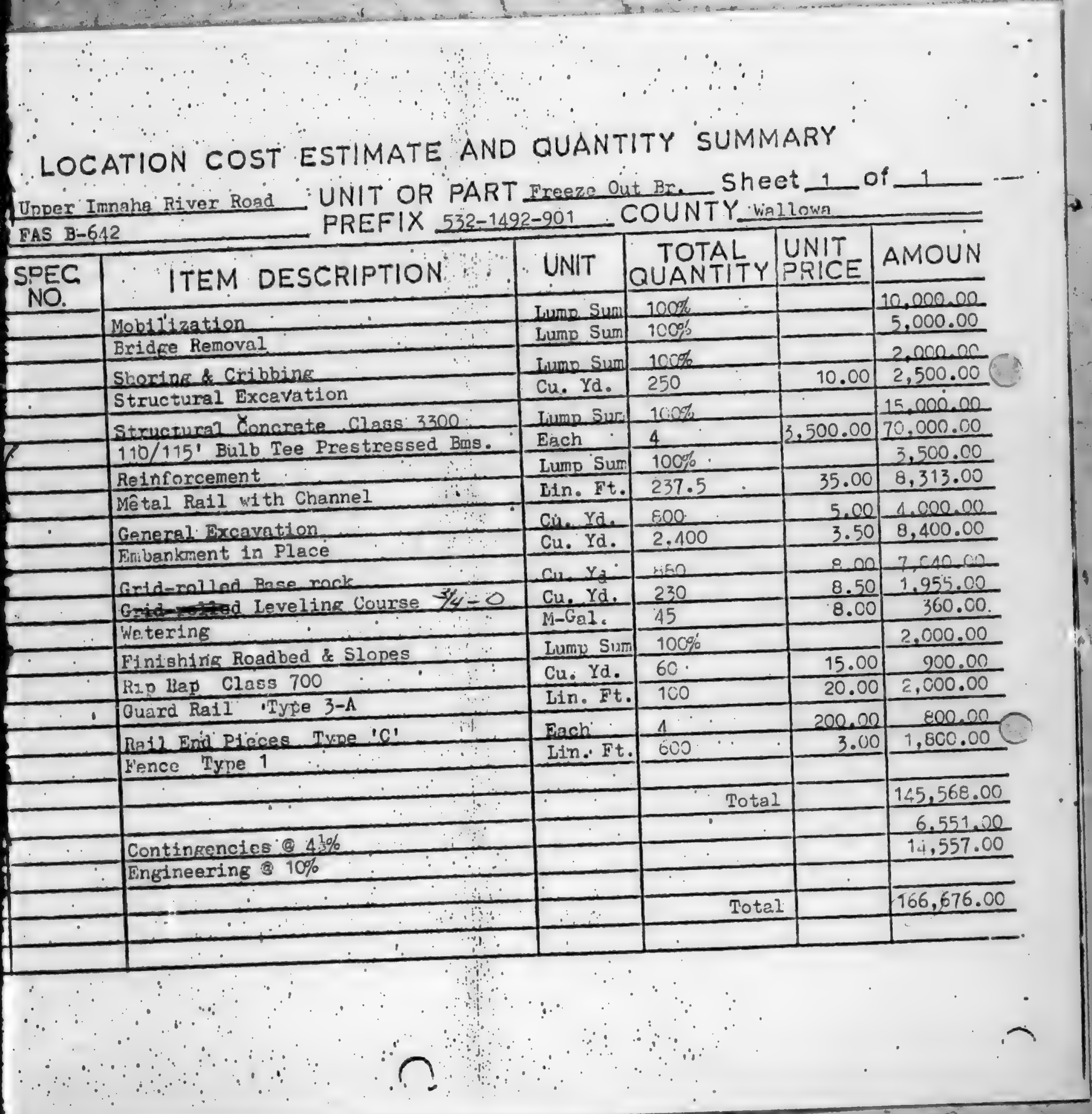
| | | | |
|---|---|---|---|
| Verne Russell | Wallowa County Surveyor | Phone: | 432-8805 |
| Ken Witty | Ore. State Game Commission<br>Fish Biologist<br>Enterprise | Phone: | 426-3279 |
| Clarence Marks | Property Owner | Phone: | 577-3152 |

1-26-78

# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Upper Imnaha River Road UNIT OR PART Freeze Out Br. Sheet 1 of 1
HIGHWAY FAS B-642 PREFIX 532-1492-901 COUNTY Wallowa

| ITEM NO. | SPEC NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOU |
|---|---|---|---|---|---|---|
| 1. | | Mobilization | Lump Sum | 100% | | 10,000.0 |
| 2. | | Bridge Removal | Lump Sum | 100% | | 5,000.0 |
| 3. | | Shoring & Cribbing | Lump Sum | 100% | | 2,000.0 |
| 4. | | Structural Excavation | Cu. Yd. | 250 | 10.00 | 2,500.0 |
| 5. | | Structural Concrete Class 3300 | Lump Sum | 100% | | 15,000.0 |
| 6. | | 110/115' Bulb Tee Prestressed Bms. | Each | 4 | 3,500.00 | 70,000.0 |
| 7. | | Reinforcement | Lump Sum | 100% | | 3,500.0 |
| 8. | | Metal Rail with Channel | Lin. Ft. | 237.5 | 35.00 | 8,313.0 |
| 9. | | General Excavation | Cu. Yd. | 800 | 5.00 | 4,000.0 |
| 10. | | Embankment in Place | Cu. Yd. | 2,400 | 3.50 | 8,400.0 |
| 11. | | Grid-rolled Base rock | Cu. Yd. | 880 | 8.00 | 7,040.0 |
| 12. | | ~~Grid-rolled~~ Leveling Course 3/4 - 0 | Cu. Yd. | 230 | 8.50 | 1,955.0 |
| 13. | | Watering | M-Gal. | 45 | 8.00 | 360.0 |
| 14. | | Finishing Roadbed & Slopes | Lump Sum | 100% | | 2,000.0 |
| 15. | | Rip Rap Class 700 | Cu. Yd. | 60 | 15.00 | 900.0 |
| 16. | | Guard Rail Type 3-A | Lin. Ft. | 100 | 20.00 | 2,000.0 |
| 17. | | Rail End Pieces Type 'C' | Each | 4 | 200.00 | 800.0 |
| 18. | | Fence Type 1 | Lin. Ft. | 600 | 3.00 | 1,800.0 |
| | | | | Total | | 145,568 |
| | | Contingencies @ 4½% | | | | 6,551 |
| | | Engineering @ 10% | | | | 14,557 |
| | | | | Total | | 166,676 |



# LOCATION COST ESTIMATE AND QUANTITY SUMMARY

Upper Imnaha River Road UNIT OR PART Freeze Out Br. Sheet 1 of 1
FAS B-642 PREFIX 532-1492-901 COUNTY Wallowa

| SPEC NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUN |
|---|---|---|---|---|---|
| | Mobilization | Lump Sum | 100% | | 10,000.00 |
| | Bridge Removal | Lump Sum | 100% | | 5,000.00 |
| | Shoring & Cribbing | Lump Sum | 100% | | 2,000.00 |
| | Structural Excavation | Cu. Yd. | 250 | 10.00 | 2,500.00 |
| | Structural Concrete Class 3300 | Lump Sum | 100% | | 15,000.00 |
| | 110/115' Bulb Tee Prestressed Bms. | Each | 4 | 3,500.00 | 70,000.00 |
| | Reinforcement | Lump Sum | 100% | | 3,500.00 |
| | Mêtal Rail with Channel | Lin. Ft. | 237.5 | 35.00 | 8,313.00 |
| | General Excavation | Cu. Yd. | 800 | 5.00 | 4,000.00 |
| | Embankment in Place | Cu. Yd. | 2,400 | 3.50 | 8,400.00 |
| | Grid-rolled Base rock | Cu. Yd. | 880 | 8.00 | 7,040.00 |
| | ~~Grid-rolled~~ Leveling Course 3/4-0 | Cu. Yd. | 230 | 8.50 | 1,955.00 |
| | Watering | M-Gal. | 45 | 8.00 | 360.00 |
| | Finishing Roadbed & Slopes | Lump Sum | 100% | | 2,000.00 |
| | Rip Rap Class 700 | Cu. Yd. | 60 | 15.00 | 900.00 |
| | Guard Rail Type 3-A | Lin. Ft. | 100 | 20.00 | 2,000.00 |
| | Rail End Pieces Type 'C' | Each | 4 | 200.00 | 800.00 |
| | Fence Type 1 | Lin. Ft. | 600 | 3.00 | 1,800.00 |
| | | | Total | | 145,568.00 |
| | Contingencies @ 4½% | | | | 6,551.00 |
| | Engineering @ 10% | | | | 14,557.00 |
| | | | Total | | 166,676.00 |

1. Mobilization - est. @ 10% of contract.

2. Bridge Removal - strictly an estimate.

3. Shoring & Cribbing - probably @ Bent #2 only - est. $2000.

4. Structural Excav. - Bent #1 will be approx. 30 yds in solid rock - Bent #2 will be approx 220 yds of river gravels - with footing keyed into solid rock. Est. $10/yd.+

5. Structural Concrete Class 3300 - Assume bent #1 will be founded on solid rock with beam seat poured only = 2½ yds Bent #2 solid concrete abutment with wingwalls - 65 yds - allowance of addition 8 yds +/- for end walls, etc. - Total-75y

6. 110-115' Bulb Tee Prestressed Beams - Use 4 beams estimated cost from Contract 8595.

7. Reinforcement - est. @ 11,000# prorated from Contract 8595.

8. Metal Rail with channel - est. from Contract 8595 with slight increase for distance.

9. General Excavation - Excavation on East end of structure will be in rock - cost estimated from Freeze-Out Gorge preliminary est. work up.

10. Embankment in Place - West end of structure and approach - will be embankment - assumed we'll get mat'l from cut slope improvement. etc with County's approval.

11. Grid-rolled baserock - similar to that used on Contract 8002 in Wallowa County. Cost based on Freeze-Out Gorge Section.

12. 3/4-0 Leveling Course - will be long haul - from Enterprise or possibly County Source.

13. Watering - estimate only

14. Finishing Roadbed & Slopes - estimate only.

15. Rip Rap Class 700 -

16. Guard Rail Type 3-A - 25' run on each corner of structure. East end will be in rock - delete guardrail anchors on East end.

17. Rail End Pieces Type "C" - 4 pieces

18. Fence - Type 1 - plan to reinstall - existing

8750 9

**EXECUTIVE DEPARTMENT**

**LOCAL GOVERNMENT RELATIONS DIVISION**

SALEM, OREGON 97310

306 STATE LIBRARY BLDG.

ROBERT W. STRAUB
GOVERNOR

Dept of Trans.

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Freezeout bridge County Road FAS B642 Due Date: ________

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Fed 144480.00 St. 11760 Local 11760 168000.00

PROGRAM REVIEW AND COMMENT

________ We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

BEN GIFFORD

Agency BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By John W Beck

JAN 20 1978

Cable Address — ORECONDEV

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 12, 1978

PROJECT MANAGEMENT
PME ☑ CCE ☒ OM ☐
LGE ☑ FAE ☐ OPE ☐
JAN 13 1978 Bp
M
File: PM FA
TAA ______ LG OP

Verne Russell
Director of Public Works
Wallowa County Courthouse
Enterprise, Oregon 97828

Dear Verne:

RE: Final Project Assessment
Imnaha River (Freezeout) Bridge

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
J. A. Schlieski

(PZ) 8750

8

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310**

January 10, 1978

TO **Executive Department**
**Federal Aid Coordination Unit**

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

J L Gaither

FROM for **D. E. Swan**
**Federal Aid Engineer**

**SUBJECT Notice of Intent for Federal Aid Funds**
**State Admin. Dist. No.** 13
**Section:** Freezeout Bridge
**Highway:** County Road FAS B642
**County:** Wallowa

**In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.**

**Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.**

**Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be** February 9, 1978.

**BLG:** dmc

**Attachment**

cc: **G. L. Green** ✓
**H. S. Coulter** ✓
**F. E. Terpin**
**J. B. Bovd**
J. H. Versteeg
Gary Potter
W. J. Hart

**Region** 5: W. E. Schwartz
**District** 13: Clayton Ansell
**Aeronautics Division**
**Paul Hartwig, Parks**
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 10 '78
REFER TO
FOR
Info Inves R/D O/R Sgn Act File

NOTED
H.S. COULTER

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Freezeout Bridge

11 12] PROJECT LOCATION—CITY: County Road FAS B642 — PROJECT LOCATION—COUNTY: Wallowa — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project consists of replacing the existing 118' x 16' steel through

06 12] truss with a 120' x 28' prestressed concrete structure. The new structure will [71

07 12] be relocated slightly in order to reduce curvature of the approaches. [71

08 12] [71

09 12] [71

10 12] [71

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 144,480 | - | 11,760 | 11,760 | - | 168,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: January 10, 1978

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: Feb. — 43] DAY [44: 9 — 45] YEAR [46: 1978

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 10, 1978

VI. If project includes state funds (12C), identify agency Highway

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

## OREGON STATE HIGHWAY DIVISION
## PROJECT ASSESSMENT

NON-MAJOR
RS-B642(-)

### PART 1. GENERAL INFORMATION

**A. Project Identification:**

Date November 17, 1977

Section Freezeout Bridge

Unit (if appl)

County Wallowa

City

Highway B642

State Hwy. No.

Termini: M.P.(if appl) At M.P. 12.49

Length 1,000 feet

Region V

Construction Estimate $167,300
Program Amount

---

**B. Purpose of Project:**

Replace deficient bridge structure across Imnaha River.

---

**C. Origin & History of Project:**

The existing steel ponytruss was constructed in 1919 to replace a ford across the Imnaha River. Light vehicular traffic and horses and wagons were the only users of this structure at the time it was built. Since that time, increasing heavy loads, including log trucks, have been encountered over this bridge. Stiff leg supports under the floor beams and load limits have been imposed to prevent the collapse of the structure in recent years.

---

**D. General Description of Project:**

The proposed project consists of replacing the existing 118' x 16' steel through truss with a 120' x 28' prestressed concrete structure. The new structure will be relocated slightly in order to reduce curvature of the approaches.

Alignment: New ________ Existing ________ Combined X

Typical Section: Existing: No. Lanes 1; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 60; Projected ADT 120; Yr. 1990

Existing Level of Service 20%

Proposed Facility: Projected ADT 120; Yr. 1990

Projected Level of Service 50%

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 0.1 ; Type of Relocation Req. ______ ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials for approach construction will be furnished from existing sources along and within the road right of way.

Type of Structure(s):
Reinforced concrete bridge.

Brief Description of River or Stream and Type of Involvement, if any:
The Imnaha River is a free-flowing mountain stream with few irrigation diversions above the bridge. Anadromous fish spawn in the upper reaches of the river. Environmental quality is high. The river has received State and national recognition for its recreational potential. Although construction activities are not expected to have an adverse impact on the river, these would be scheduled so as not to interfere with fish passage or propagation (i.e. late June to mid-August).

Local City, County or COG priorities of project:

Wallowa County has classified this project as the Number 1 priority for bridge replacement on the FAS system.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Realignment of the roadway is not acceptable to the landowner; no location alternative exists for this structure. No design alternative has been proposed.

Other Descriptive Information or Comments:

The proposed project is within the Hells Canyon National Recreation Area and must be coordinated with the U.S.F.S. After July 1, 1977, a U.S. Corps of Engineers 404 permit would be required.

Basic right of way requirements have been discussed with the affected property owner.

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural:

This project is located about 12.5 miles south of the townsite of Imnaha within the Imnaha Valley. The adjacent lands are timbered and pastoral in nature, with abrupt maountainous terrain bordering each side of the valley. Large herds of elk and deer abound in the area. The surrounding area provides abundant recreational and visual opportunities and is also within the boundary of the Hells Canyon National Recreation Area. The Imnaha Valley provides a much used transportation corridor to areas within the N. R. A., as well as through access to the Baker County area bordering the Snake River. The corridor along the river comprised of bottom lands and adjacent bench lands are predominantly in private ownership and provide for the homesites and base operations of an extensive livestock industry, with numerous small areas under cultivation.

2. Cultural:

There have been no cultural areas defined within the vicinity of the proposed project. During the process of planning for the N. R. A., there may be some cultural areas defined. The project is located on deeded lands; however, since this entire area was used and inhabited by Indian tribes of the past, it would be advisable to examine the area for heritage resources.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None. Construction easement area required for detour will revert to property owner.

2. Estimated Impact on Traffic Patterns:

Access to the Freezeout Trail head would be enhanced by the relocation and construction of the bridge project. Coordination contacts with the U.S.F.S. are in full agreement with this project.

Consequences--Air Quality, Noise, Safety, etc.:

None.

3. Estimated Impact on Land Use:

This bridge project would provide better access to the Freezeout Trail head, which in turn would facilitate forest management practices and development of recreational facilities.

Consequences:

Increased usage of area for recreation and hunting.

4. Expected Impact on Natural Ecological Resources:

None.

Consequences:

None.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

None.

6. Preliminary Identification of Areas of Critical Concern:

None.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Good

b. Noise Standards

c. Water Quality Standards

Good.

d. Area Land Use and Transportation Plans, and Zoning

Present zoning is Agriculture (A-1). Imnaha transportation corridor will be developed to conform to N. R. A. standards. Land use plans for the N. R. A. have not been developed; however, coordination between the County and U.S.F.S. is being carried on at this time during the planning process.

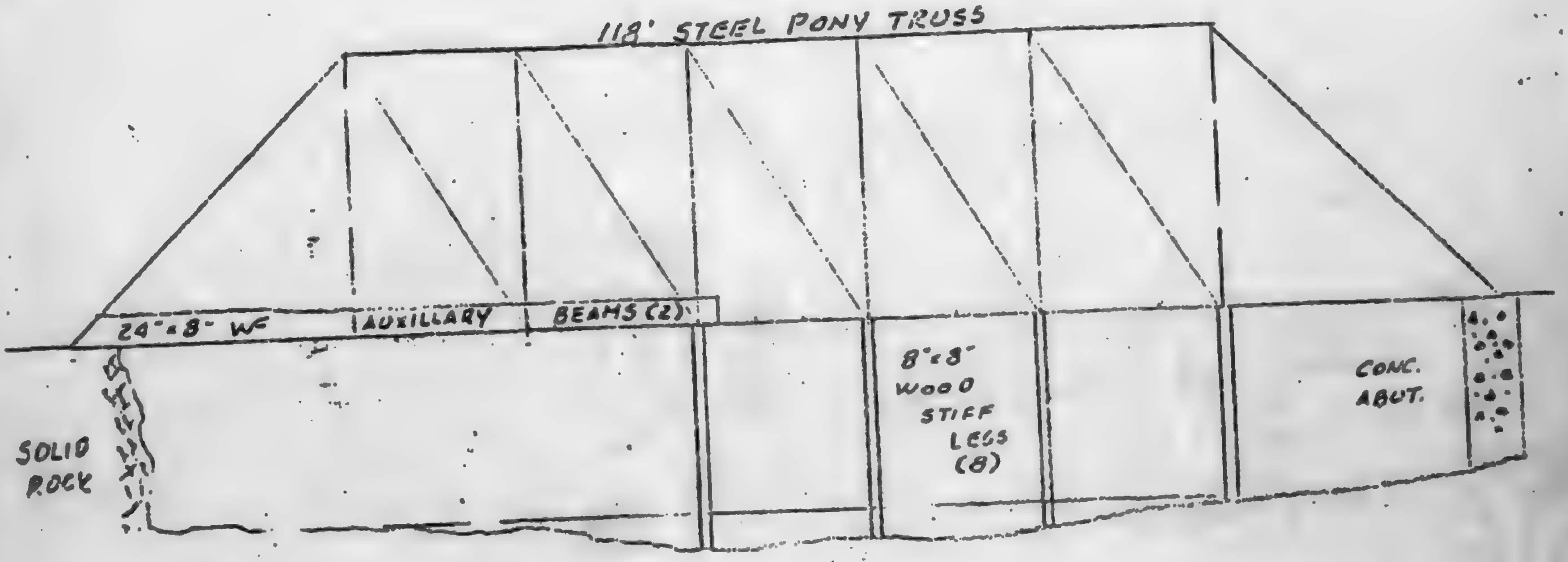
C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION------ | ----------- | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

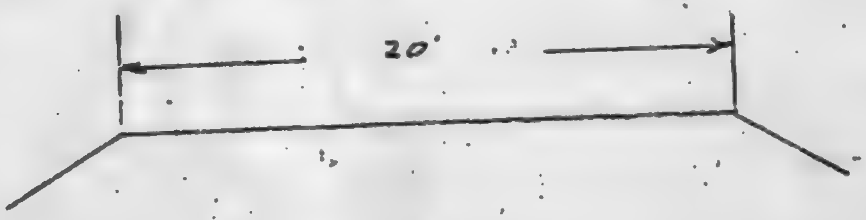
Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

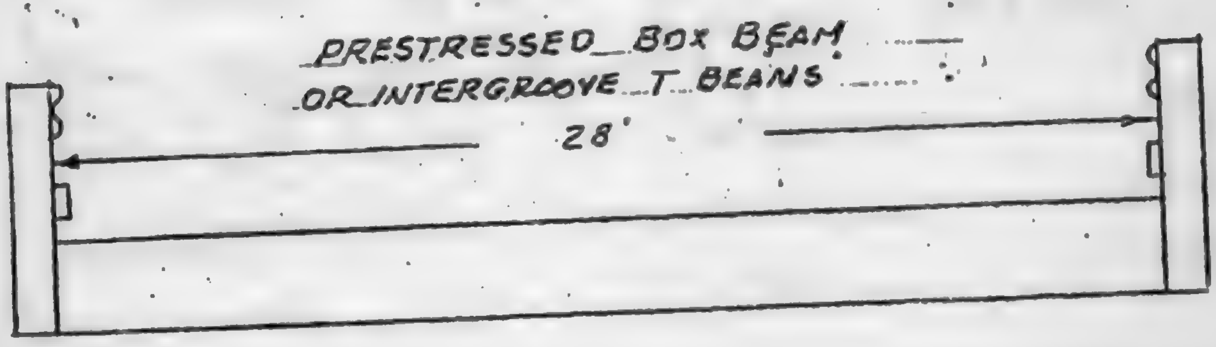
# EXISTING BRIDGE & ROADWAY


118' STEEL PONY TRUSS
24" x 8" WF AUXILLARY BEAMS (2)
8" x 8" WOOD STIFF LEGS (8)
CONC. ABUT.
SOLID ROCK

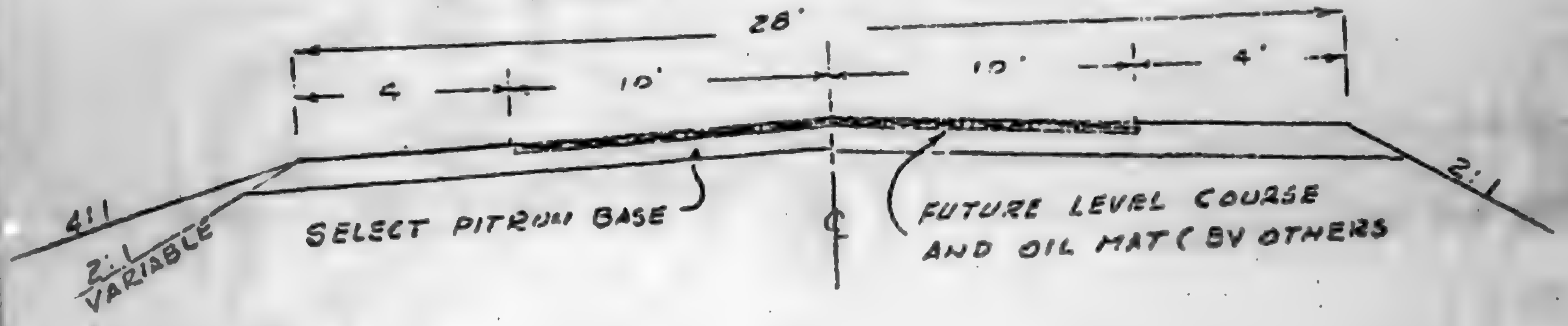
## EXISTING ROAD

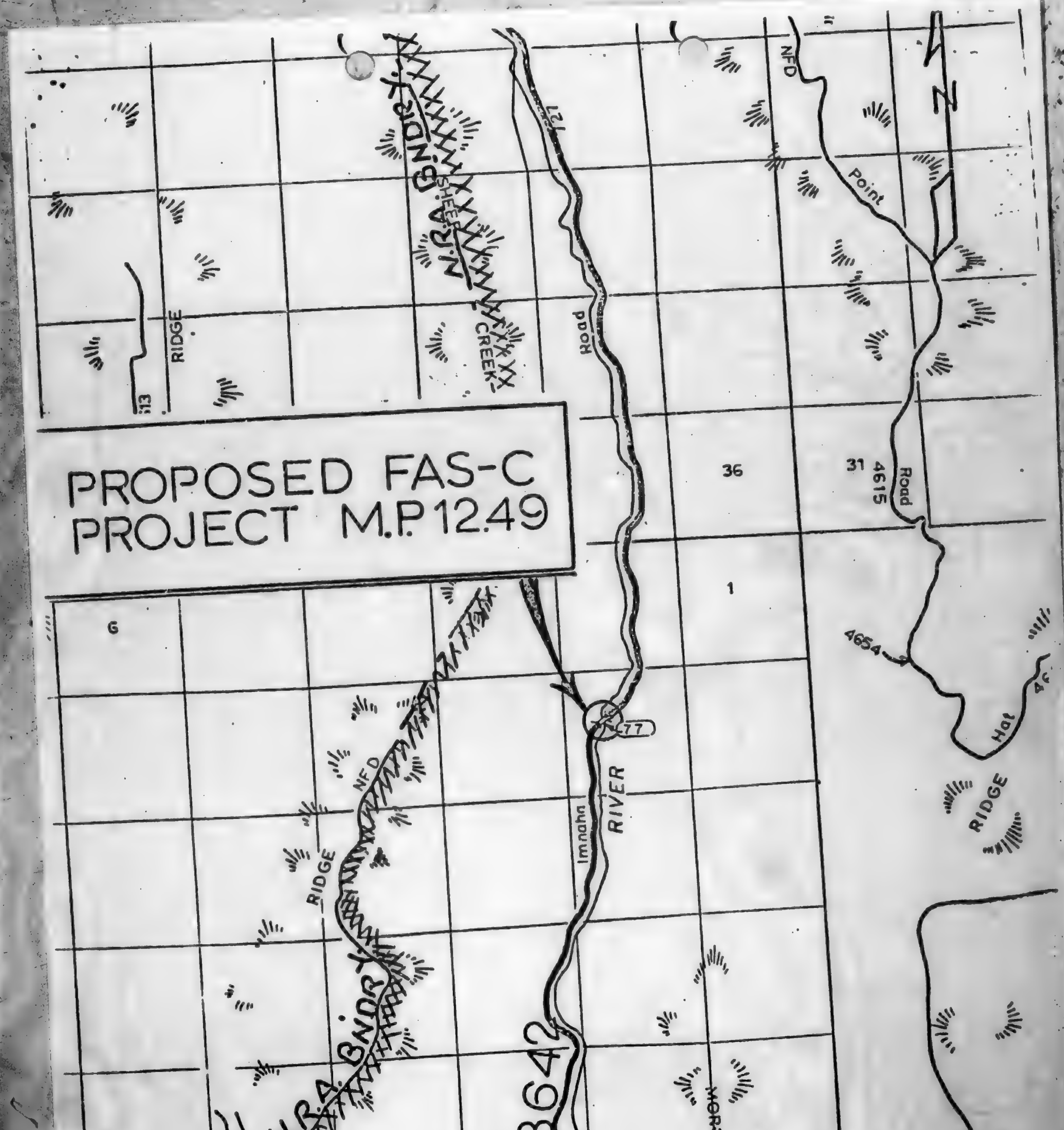


# PROPOSED BRIDGE


PRESTRESSED BOX BEAM
OR INTERGROOVE T BEAMS
28'

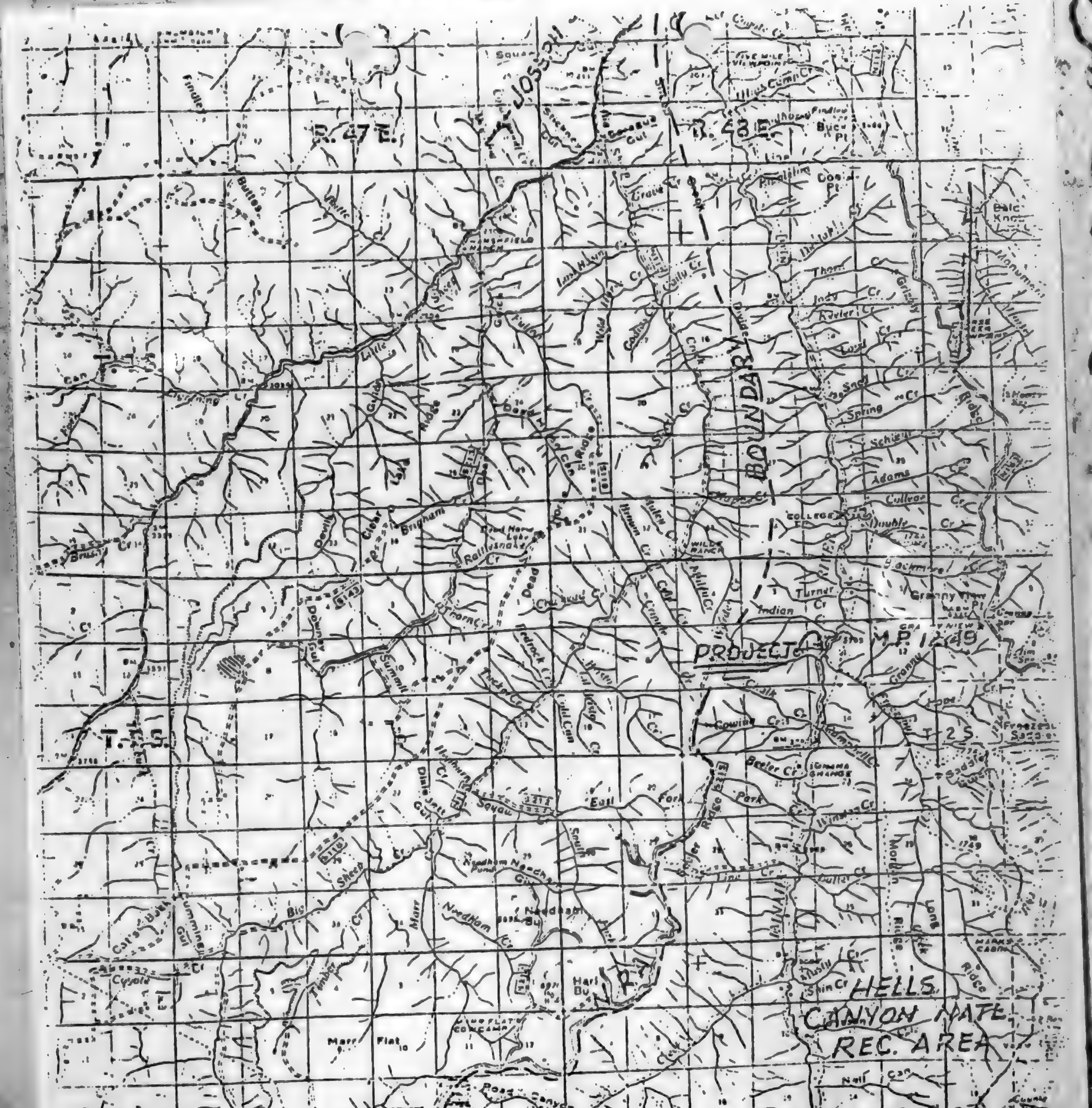
## PROPOSED ROADWAY


28'
4
10'
10'
4'
4:1
2:1 VARIABLE
SELECT PITRUN BASE
℄
FUTURE LEVEL COURSE AND OIL MAT (BY OTHERS
2:1



PROPOSED FAS-C
PROJECT M.P. 12.49

N.R.A. BNDRY
SHEEP
CREEK
RIDGE
13
727
Road
NFD
Point
N
36
31
4615
Road
1
6
4654
Hat
4f
77
RIDGE
NFD
RIDGE
Imnaha
RIVER
N.R.A. BNDRY
FAS B642
MORGAN
SUMMIT
BEELER
31
727
36


R. 47 E.
R. 48 E.
JOSEPH
BOUNDARY
PROJECT
M.P. 12.49
T. 2 S.
T. 3 S.
HELLS
CANYON NAT'L
REC. AREA
Buttes
Brushy Cr.
Cummings Cr.
Little Sheep
Brigham
Rattlesnake
Dead Horse Lake
Crazyman Cr.
Indian
Turner Cr.
Granny View Pt.
Cowiug Cr.
Beeler Cr.
East Fork
Park Cr.
Winding Cr.
Squaw
Needham
Marr Flat
Road Canyon
Thorn Cr.
Indy Cr.
Spring Cr.
Adams
Cullear Cr.
Double Cr.
College
Dixie Jett Gul.
Sheep Cr.
Big Cr.
Cayuse
Carrol
Horse
White
Morgan
Summit
Long Ridge
Nail Can
Twin Cr.
Canyon
Bald Knob

8750

9

STATE OF OREGON

INTEROFFICE MEMO

December 28, 1977

TO:

J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)

George Bell
Surfacing Design - Lab Bldg.
Region 5 : Pat Schwartz
District 13 : G. A. Starkey
Region 5 Geologist: Vernal Moore
Gerald Wimer (1)
B. L. Gifford

FROM:

DHMoehring
D. H. Moehring, Manager
Office of Project Management

SUBJECT:

PROJECT ASSESSMENT
Freezeout Bridge
Highway B642
Wallowa County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Nonmajor action.

BLG: dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 5 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 19, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. RS-B642(-)
Freezeout Bridge
Highway B642
Wallowa County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 25, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

fr G. L. Green

CC:
ODOT (Potter, Laux)
OSHD (Reg 4, Fenton)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE [✓ ☐] OPE ☐
DEC 22 1977
File: PM FA
TAA ______ LG OP

RECEIVED
TECHNICAL SERVICES
DEC 22 '77
REFER TO
Proj. Mgt
FOR
Info | Inve | R/D | D/R | Sign | Act | File

BEN GIFFORD

Form FHWA 121 (Rev. 5-73)

8750

8

UNITED STATES GOVERNMENT

# *Memorandum*

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FEDERAL HIGHWAY ADMINISTRATION
Box 300
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fr G. L. Green

cc:
ODOT (Potter, Laux)
OSHD (Reg 4, Fenton)

RECEIVED
TECHNICAL SERVICES
DEC 22 '77
REFER TO
Proj. Mgr
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8750

8

July 22, 1977

Wallowa County Court
Courthouse
Enterprise, OR 97828

MISC. CONTRACTS and
AGREEMENTS No. 6196

Attention: Marjorie Martin
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the construction of the Imnaha River (Freezeout) Bridge Section of the Imnaha River Road in Wallowa County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

8750

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Regional Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 27, 1977

The Hon. Gene Wilson
Wallowa County Judge
Courthouse
Enterprise, Oregon 97828

Dear Judge Wilson:

RE: Imnaha River (Freezeout) Br., Imnaha River Road, FAS B 642

Your proposed project concerning replacement of the Freezeout Bridge on the Imnaha River Road was approved by the Transportation Commission on June 21, 1977.

Our Program Management Section has initiated action to proceed with programming of the project along guidelines required by the Oregon Action Plan for Transportation Planning.

Allowing normal time frames for programming, it is expected preliminary engineering will be approved about the middle of September.

Do not hesitate to call if you have any questions.

Sincerely,

RC Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh
Enclosure

cc Verne Russell
Gerald Wimer
J. A. Schlieski

NOTED
[illegible]

RP
Don H.

Form 81-734-3123

8750

8

DATE: June 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: FASC Project Requests

On the Consent Calendar for the June 21 meeting will be eight requests for approval of Federal Aid Secondary System Projects.

Clatsop County is requesting a $575,000 project to reconstruct a 0.53 mile section of Youngs River Loop Road and to replace the bridge across Youngs River.

A $365,000 project to realign approximately 1,500 feet of Dethman Ridge Road and construct a structure across Neal Creek is being requested by Hood River County.

The request from Lane County is for replacing an existing wooden bridge crossing EWEB power canal with a concrete structure estimated to cost $135,000.

Linn County is requesting a $490,000 project to replace the existing steel bridge crossing the South Santiam River on Pleasant Valley Road in Sweet Home.

The request from Malheur County is for a $107,000 project to replace a pony truss bridge with a concrete structure crossing Bully Creek on Airport Road.

A $198,000 project to widen and improve a 0.48 mile section of N.E. 8th Avenue in MiltonFreewater is the request from Umatilla County.

Union County's request is for replacing a deficient bridge across the Grande Ronde River on Pierce Lane with a concrete structure estimated to cost $182,000.

The request from Wallowa County is for a $154,000 project to construct a structure across the Imnaha River and realign approximately 900 feet of Imnaha River Road.

Federal Aid Secondary funds for these projects is estimated at $1,897,160 with the State providing approximately $154,420 in match funds and a like amount being contributed by the counties.

These projects have been investigated and are eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachments (20)

GEZ:ljt

bc:
R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
V. E. Skoog
E. L. Hardt, Reg. 1
John Sheldrake, Reg. 2
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell
Max Klotz

WALLOWA COUNTY
Proposed FAS-C Project

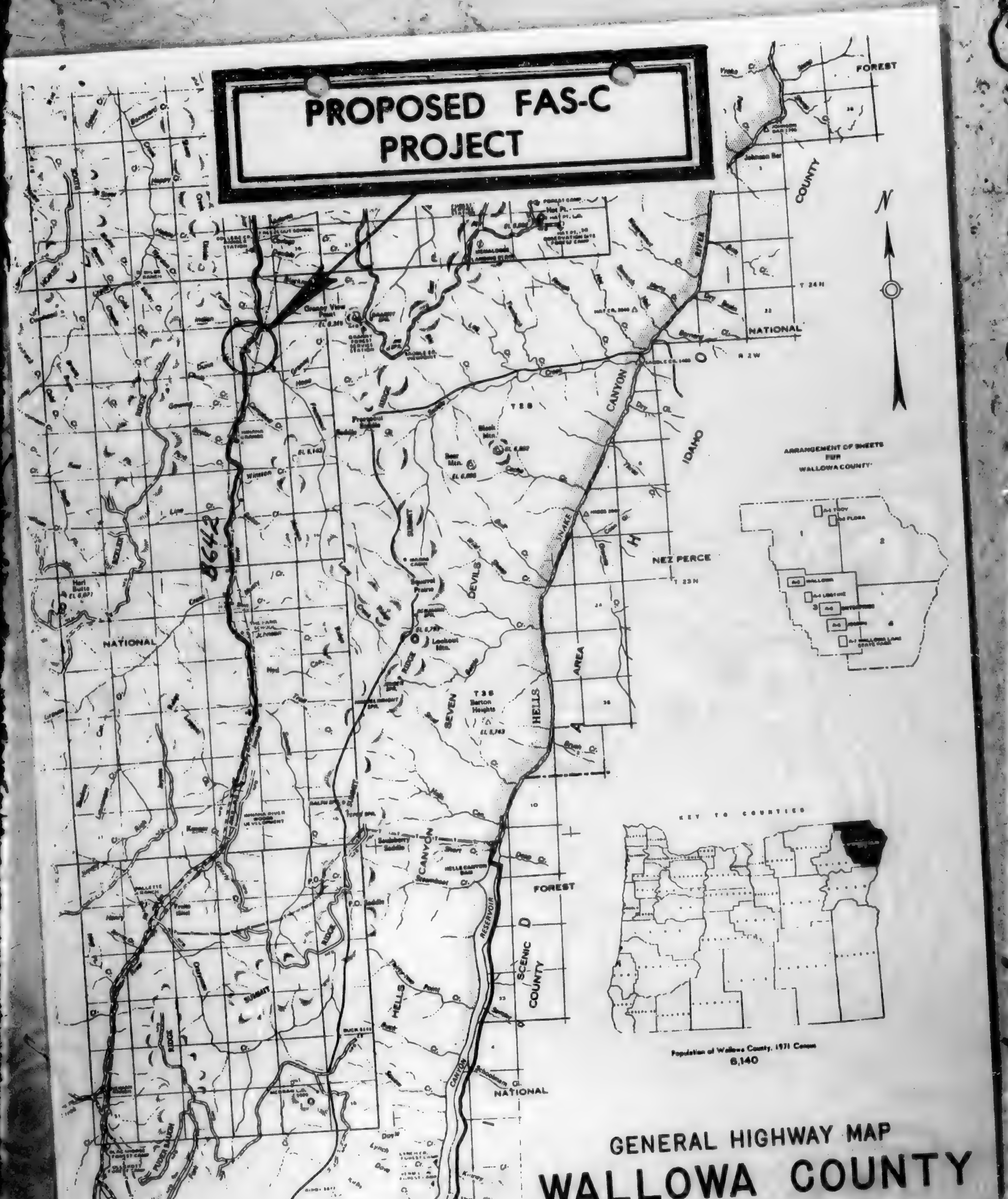
Imnaha River (Freezeout) Bridge
Imnaha River Road, FAS B642
Grade, Pave and Structure
0.19 mile
$154,000

This project consists of constructing a structure downstream from the existing steel truss bridge crossing the Imnaha River and realigning approximately 900 feet of road. The structure will be approximately 120 feet in length with a 28-foot clear width and will be placed on new alignment.

State will perform preliminary and construction engineering.

Right-of-way required will be obtained by County at their expense.

# PROPOSED FAS-C PROJECT


FOREST
Johnson Bar
COUNTY
N
RIVER
T 24 N
NATIONAL
R 2 W
CANYON
Granny View Point
Black Mtn.
IDAHO
SNAKE
8642
Harl Butte
NEZ PERCE
T 23 N
NATIONAL
DEVILS
Lookout Mtn.
SEVEN
Barton Heights
HELLS
AREA
ARRANGEMENT OF SHEETS FOR WALLOWA COUNTY
KEY TO COUNTIES
Saulsberry Saddle
CANYON
HELLS CANYON DAM
FOREST
RESERVOIR
SCENIC
COUNTY
HELLS
CANYON
NATIONAL

Population of Wallowa County, 1971 Census
6,140

## GENERAL HIGHWAY MAP
## WALLOWA COUNTY

8750

1859

**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

JU 8 '77
REFER TO: Lang
FOR
Info | Investigate | R/D | Action | File | Letter | See me

June 6, 1977

William H. Kappus, Environmental Coordinator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Bill:

Thank you for claifying the 4(f) status of highway projects within Hells Canyon National Recreation Area (N.R.A.). I can well imagine the process you went through to obtain a ruling. We have other questions pertaining to 4(f) statements in the N.R.A. Hopefully, they won't require the same effort.

You may recall that two projects have been proposed on the Imnaha River Road. They are: (1) realignment at Freezeout Gorge and (2) bridge replacement at M.P. 12.49. Adverse impacts were assessed as negligible. Could we, in this instance, prepare a 4(f) statement covering both projects? It would eliminate considerable duplication.

Roger Lang, our Federal Aid Engineer, anticipates projects on other roads within the N.R.A. Is it possible to formulate a blanket 4(f) for projects within the N.R.A. carrying specific stipulations? The stipulations might include:

or adjacent to/proximity
BB --

-the project does not require additional right of way;

-the project is compatible with the intent of N.R.A. legislation; and

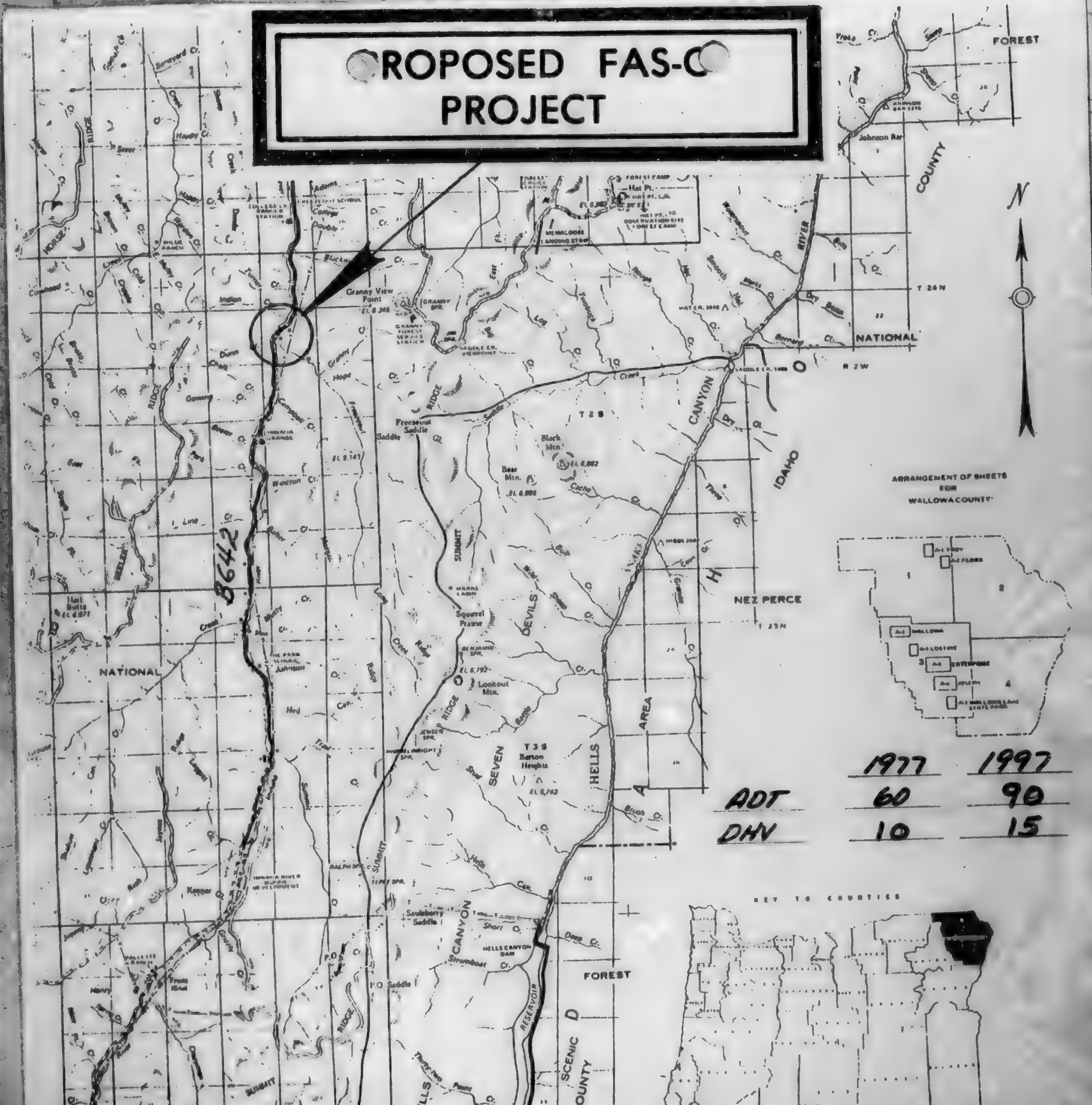
-the project has been accorded a Category 3 or Category 4 designation as defined in the Oregon Action Plan.

It would be helpful if we could streamline the process without compromising the purpose of 4(f) statements. Your comments and suggestions would be very much appreciated.

Yours truly,

Jim Kennedy
Regional Environmentalist

Cy Hopkins ✓
JBK/dlm For your info. RRL



## ROPOSED FAS-C PROJECT

| | 1977 | 1997 |
|---|---|---|
| ADT | 60 | 90 |
| DHV | 10 | 15 |

8642
Granny View Point
Black Mtn.
Bear Mtn.
Lookout Mtn.
Squirrel Prairie
Saulsberry Saddle
Johnson Bar
FOREST
COUNTY
RIVER
NATIONAL
CANYON
IDAHO
NEZ PERCE
HELLS
AREA
SEVEN DEVILS
SUMMIT
RIDGE
RESERVOIR
SCENIC
NATIONAL
FOREST
N
ARRANGEMENT OF SHEETS FOR WALLOWA COUNTY
KEY TO COUNTIES
Population of Wallowa County, 1971 Census
6,140

## GENERAL HIGHWAY MAP
# WALLOWA COUNTY

Form E-39 (Rev. 9-71) 8750

IRF 0001

13

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Imnaha River (Freezeout) Bridge

Date April 12, 1977, 19

Highway FAS B642

Authorization No. 1

County Wallowa

Survey Prefix 532-1492 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

At crossing of Imnaha River at M.P. 12.49 on the Imnaha River Road about 1,000 feet in length. Survey to consist of necessary field and design work for replacement structure and revised curvature of approaches.

Purpose of survey:

To prepare plans, specifications and estimate of costs.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 7,000 |
| Plans | 905 | 1,000 |
| Bridge | 906 | 5,000 |
| Soils | 910 | 500 |
| Utility | 914 | 300 |
| Specifications | 921 | 500 |
| Hydraulics | 918 | 500 |
| Foundation Expl | 926 | 2,500 |
| Historical Inventory | 975 | 1,000 |

FAS-C

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $18,300

Previous authorization . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

---

Requests made by: R.C. Lang

Regional Federal Aid Engineer ~~Engineer~~

Recommended for Approval: Ralph Allen

Regional Engineer

Recommended for Approval: Frank E. Pespin

Location Engineer

Approved: E S Hunter

Deputy ~~Assistant~~ State Highway Engineer

F.A.

SP*33606-734

×

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID FAS-C STATE

Ⓗ N M B

8750

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
April 12, 1977

FROM: R. C. Lang
Regional Federal Aid Engineer

RC Lang

TO: G. N. Hopkins
Local Government Programs Engineer

SALEM

SUBJECT: Proposed Project
Imnaha River (Freezeout) Bridge Section
Imnaha River Road, FAS B642
Wallowa County

Attached is project application and project assessment submitted by the Wallowa County Court for the above subject project.

The project has been reviewed in the field and appears to be properly described in the application. The estimated construction cost of $152,500 appears to be adequate. An Authority for Survey showing the Division's anticipated cost for preliminary engineering is enclosed.

The project assessment has been reviewed by Dr. James B. Kennedy, Region Environmentalist, and is found to be most adequate. The working relationship between the Forest Service, administrators of the Hells Canyon National Recreation Area, and the County is well defined.

Please take the necessary steps to place the project in line for funding.

RCL/dlm
Attachments

cc: Verne Russell, D.P.W.
Verne Allen
J. A. Schlieski
H. W. Gerlach
Verne Moore

6-22-77
Survey Authority
to Terpin.
Assessment to Potter

Mainor - Gary
Review & Hold
for funding.

PROJECT MANAGEMENT

APR 14 '77

REFER TO: Prangl

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | X | | | |

**NOTED**
MAINOR C. HOLMES

# FEDERAL AID PROJECT REQUEST

Date April 6, 1977

Applicant Agency WALLOWA COUNTY
Request for: Off-System____, FAS-C X, FAUS____ Project
Federal Aid Route No. B642 Route Name Upper Imnaha Road
Project Name FREEZEOUT BRIDGE
Imnaha River (Freezeout) Bridge
Project Length 1000 feet Project Location (Attach sketch map)
Project Description Construct reinforced concrete bridge across the Imnaha River and bridge approaches.

Average Daily Traffic 60 Design Speed 25 mph

|  | 1977 | 1997 |
|---|---|---|
| ADT | 60 | 90 |
| DHV | 10 | 15 |

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes 2 Shoulders 2
Medians None Parking None
Sidewalks None
Remarks Very poor alignment on existing roadway and structure

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 28 ft. Travel Lanes 2 - 10 ft. Shoulders 2 - 4 ft.
Medians None Parking____
Curbed No Length Curb Radii____
Sidewalk/Bikeway No
Remarks Anticipated low usage would not warrant sidewalk or bikeway.

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 40 ft. Minimum 40 ft. Maximum 40 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No X
Remarks 100% local funding is desired on all FAS-C projects in Wallowa County at this time. County will acquire with their money

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? None

4. **Permanent Striping:**

Include in project or by applicant? None

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

## V. STRUCTURE DATA

1. **Existing Structure:**

Location Mile point 12.49 on County Road No. 727

Type Pony truss

Approach Roadway Width 20 ft. Shoulder Width None

Length 118 ft. Width 16 ft.

To remain in place? Yes - as detour during construction, to be removed upon completion.

2. **Proposed Structure:**

Location Mile point 12.49

Approximate Size: Length 120 ft. Width 28 ft.

Are sidewalk/bikeways desired: No - Isolated area; no probable use.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Replacement structure to be located downstream from existing bridge to improve approach alignment.

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad ______
Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dept. of Public Works - Verne H. Russell, Director
Office
2. Environmental — Same
Office
3. Public Hearing — Same
Office

Remarks ______

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 18,000.00 |
| Right-of-way costs (if participating) | |
| Traffic control | 500.00 |
| Illumination | none |
| Structures | 134,000.00 |
| Railroad | none |
| Other Archeological study | 1,000.00 |
| Preliminary engineering | 13,800.00 |
| PROJECT TOTAL | $ 167,300.00 |

Remarks Solid rock formations should be encountered at footing elevations.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or WALLOWA COUNTY

By__________

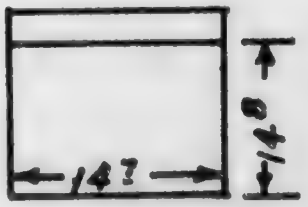
By__________

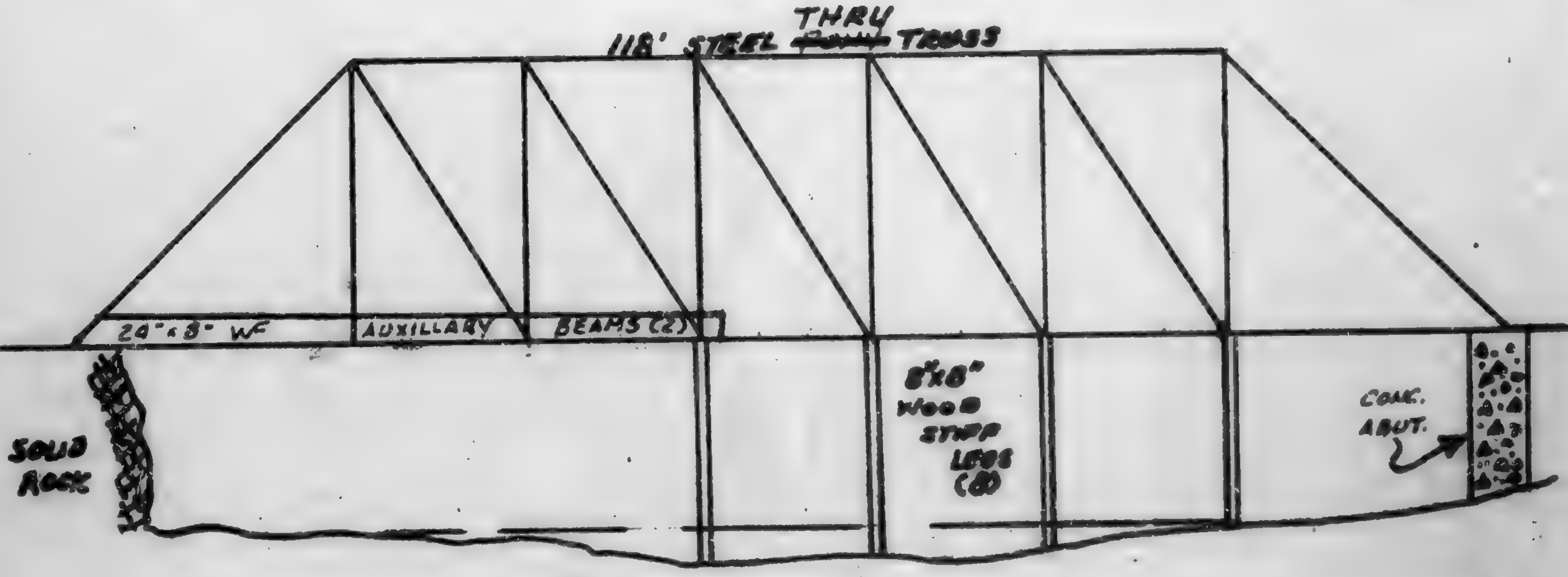
By Gene W. Wilson
Judge

By Marion W. McCrae
Commissioner

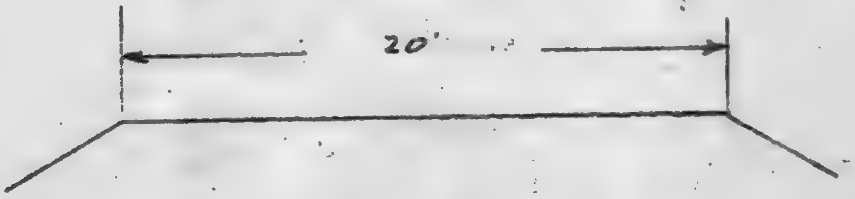
By Gary McFetridge
Commissioner

# EXISTING BRIDGE & ROADWAY




118' STEEL ~~PONY~~ THRU TRUSS
24" × 8" WF AUXILLARY BEAMS (2)
SOLID ROCK
8"×8" WOOD STIFF LEGS (8)
CONC. ABUT.

## EXISTING ROAD



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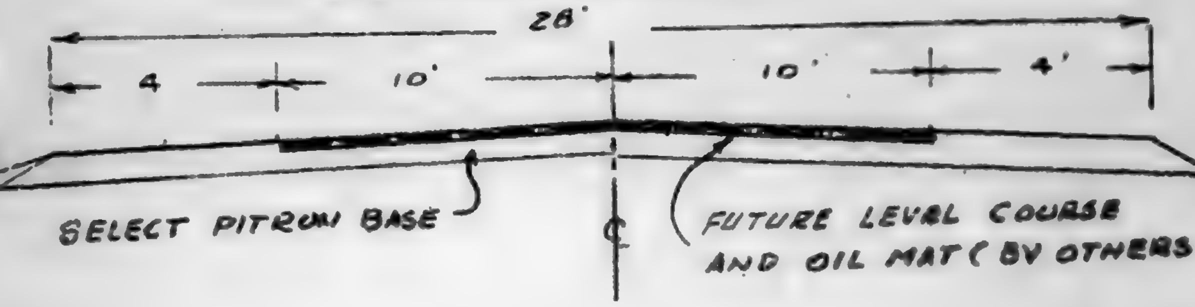
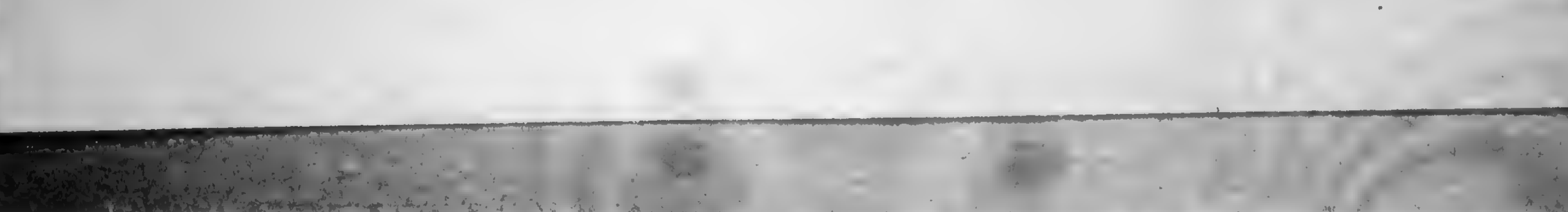
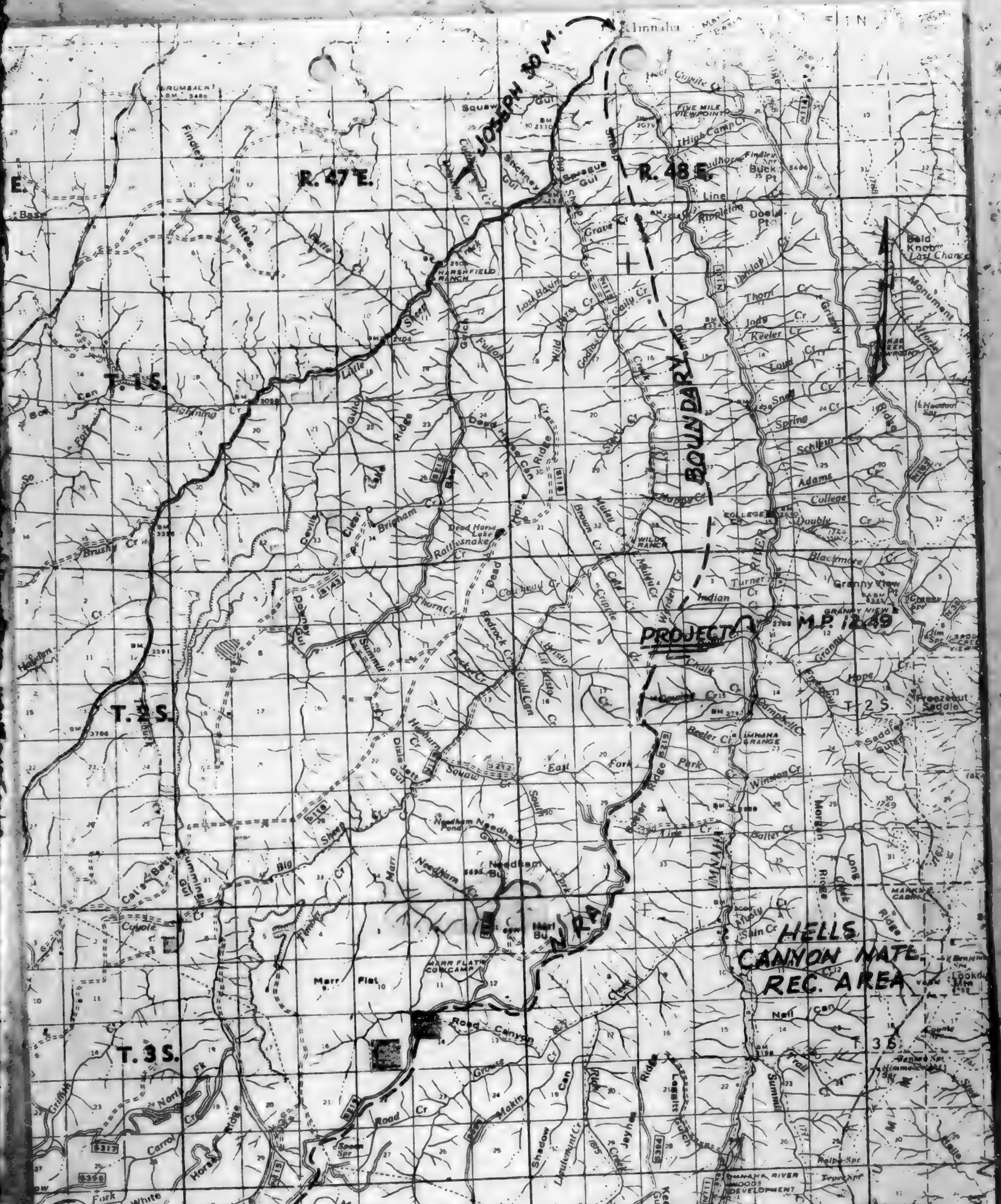
## PROPOSED BRIDGE (CLEAR SPAN)

PRESTRESSED BOX BEAM
OR INTERGROOVE T BEAMS

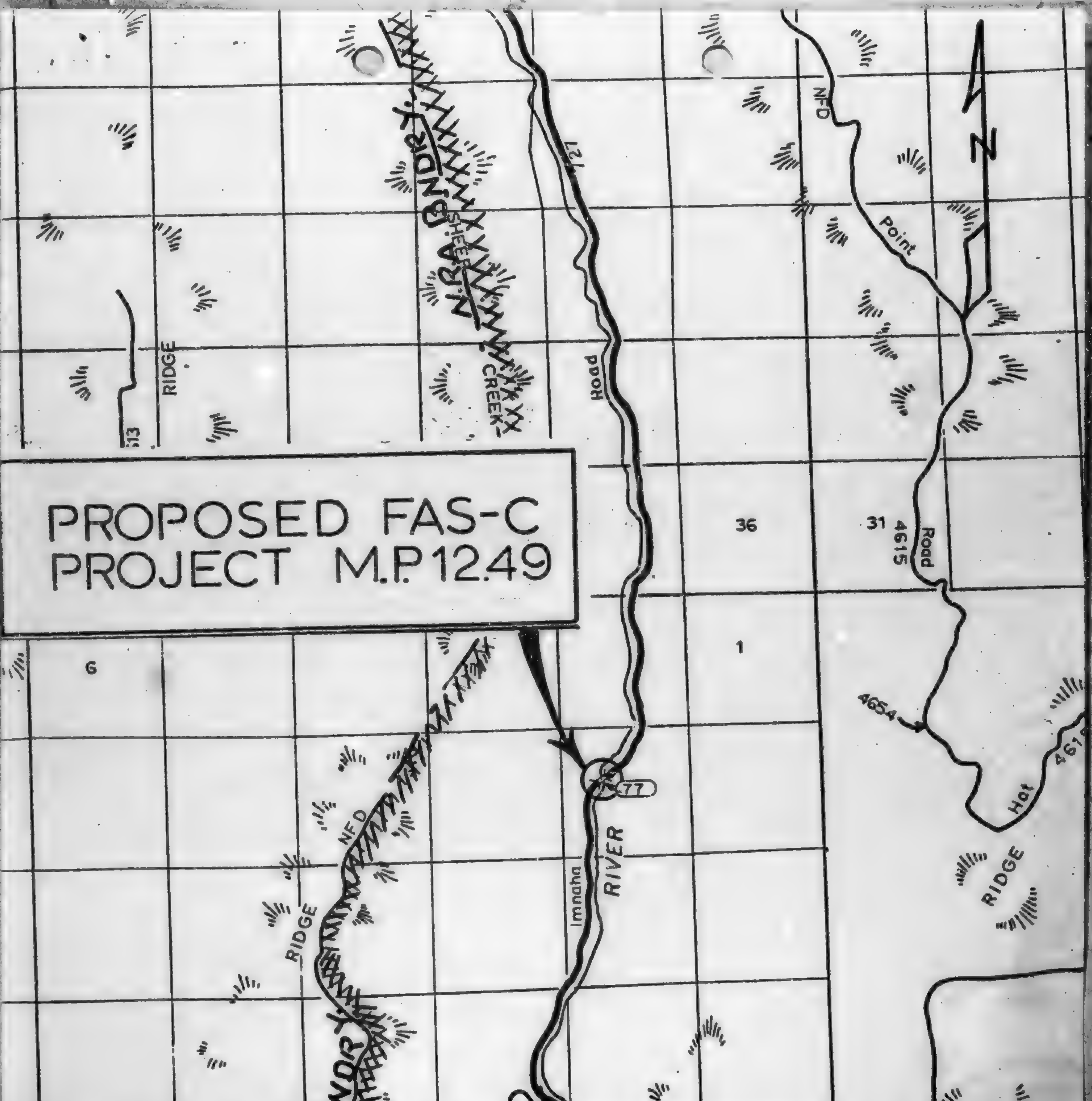


## PROPOSED ROADWAY


28'
4
10'
10'
4'
4:1
2:1
VARIABLE
SELECT PITRUN BASE
C
FUTURE LEVEL COURSE
AND OIL MAT (BY OTHERS
2:1



JOSEPH 30 M.
Imnaha
R. 47 E.
R. 48 E.
T. 1 S.
T. 2 S.
T. 3 S.
BOUNDARY
PROJECT
M.P. 12.49
N.R.A.
HELLS CANYON NAT'L REC. AREA
Squaw Gul
Five Mile Viewpoint
High Camp Cr
Buck Pt
Doels Pt
Bald Knob
Last Chance
Marshfield Ranch
Lost Basin
Wild Horse Cr
Dead Horse Lake
Rattlesnake Cr
Brigham Cr
Brushy Cr
Thorn Cr
Jody Cr
Keeler Cr
Lord Cr
Snell Cr
Spring Cr
Schleur Cr
Adams Cr
College Cr
Double Cr
Blackmore Cr
Granny View
Turner Cr
Indian Cr
Chalk Cr
Campbell Cr
Imnaha Grange
Freezeout Saddle
Winston Cr
Salt Cr
Morgan Ridge
Marr Flat
Marr Flat Cow Camp
Needham Bu
Cal's Back
Coyote
North Fk
Carrol Cr
Horse Ridge
White
Road Canyon
Grouse Cr
Makin Cr
Shadow Can
Lieutenant Cr
Joyhes Ridge
Leggett Gulch
Summit
Imnaha River Woods Development
Gooseberry Saddle
Neil Can
Long Ridge
Lookout Mtn
Hope
Granny
Immaha
Morgan



PROPOSED FAS-C
PROJECT M.P.12.49

N
N.R.A. BNDRY.
SHEEP
CREEK
RIDGE
613
727
Road
NFD
Point
36
31
4615
Road
6
1
4654
Hat
461
77
RIVER
Imnaha
NFD
RIDGE
RIDGE
N.R.A. BNDRY.
FAS B642
727
MORGAN
36
31
BEELER
SUMMIT

8751 S.W. Allen Blvd @ SW Lombard 19
Ave. (Beaverton) Sec.
(Traffic signal installation)

C&R 6330 12-30-77

8751

**OREGON STATE HIGHWAY DIVISION**

FORM 81-734-1150

# HIGHWAY DIVISION INVOICE

NO. 132063

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION | |
|---|---|---|---|---|
| 6-24-81 | CC 2094 | | 334-1017-296 -00-000 | $1303.69 |
| | | | 324.02 | 1303.69 |
| | | | 334-1017-295 -00-000 | (1303.69) |

BEAVERT

City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Or 97005
Attn: Lon Topaz, Comm. Development Director

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Federal Aid Urban Project M-9088(2)<br>Allen Blvd. at Lombard Ave.<br>Washington County<br>Agreement No. 6330<br>Contract No. 8751 | | | |
| Total Cost | | | $40,104.68 |
| Less Federal Funds | | | 32,537.30 |
| Less State Share | | | 3,783.69 |
| City Share | | | 3,783.69 |
| City's Advance Deposit | | | 2,480.00 |
| FINAL BILLING per attached itemized statement | | | |
| AMOUNT DUE | | | $ 1,303.69 |

#8751

STATE COPY

GOVERNMENT PRINTING OFFICE: 1974 - 732-628

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Washington | DIVISION<br>Oregon |
| DATE OF REPORT<br>7-14-80 | REPORT MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>M-9088(2) |
| COMPLETION DATE<br>2-26-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>7-17-79 | TIME ELAPSED<br>114 % | CONTRACT TIME<br>220 C.D. |
| APPROVED EXTENSIONS<br>10 C.D. on 8-1-79<br>21 C.D. on 8-22-79 | LOCATION<br>City St. (Beaverton), SW. Allen Blvd. & Lombard Ave. | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW. ALLEN BLVD. @ SW. LOMBARD AVE.
FAU 9088 (ALLEN BLVD.)
Signal

The following cost information reflects minor differences between cost reported in the final construction inspection report and this report:

| Item | FIR | FAR |
|---|---|---|
| Bid Items | $28,681.50 | $28,681.50 |
| Anticipated Work | 1,000.00 | 1,240.00 |
| Engineering** | 3,500.00 | 5,342.23 |
| Liquidated Damages* | 1,550.00 | 0.00 |
| TOTAL | $31,631.50 | $35,264.43 |

*10 C.D. Time extension approved on 8-1-79
*21 C.D. Time extension approved on 8-22-79

**Engineering cost reported in FIR reflected the liquidated damages assessed.

RECEIVED
STATE HWY ENGR
JUL 17 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | C/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE WN Bryant W. N. Bryant | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner | |
| TITLE Area Engineer | DATE 7-14-80 | TITLE Field Operations Engineer | DATE 7/17/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8751

2

August 28, 1979

The American Insurance Co.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

A post-final payment for $1,050 will be made to W. R. Grasle Company on Contract No. 8751 for a traffic signal installation on S. W. Allen Boulevard at S. W. Lombard Avenue in Beaverton, Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $28,682.20 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkm

cc W. R. Grasle Co.
437 N. W. 16th Avenue
Portland, OR 97209

C. T. Keasey
Walt Hart
Ed Hardt

8751.

2

~~ROBERT W. STRAUB~~
GOVERNOR
Vic Atiyeh

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1979

W. R. Grasle Company
Post Office Box 4123
Portland, OR 97208

Attention: Mr. James B. Taylor

Gentlemen:

Time Extension Request
S.W. Allen Blvd. @ S.W. Lombard
FAP No. M-9088(2)
Contract No. 8751

This is in response to your letter of August 16 requesting reconsideration of your previous time extension request on the subject project. Our letter of August 1 requested data from Valmont Industries, Inc., verifying that a strike did in fact delay the shipment of signal poles for this project and the number of days delay to this project. Although you do not submit verifying data from Valmont Industries, Inc., we accept your unqualified statements warranting that the strike did in fact delay signal pole delivery to this project for 34 calendar days and we assume you have appropriate data in your files from Valmont to support your statements.

Your request for a time extension of 21 additional calendar days is therefore granted. This will eliminate all liquidated damages on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter (w/att.)
Ed Hardt "
James Cochell
FHWA
Bob Church

8-23
cy Dick Haack

RECEIVED
STATE HWY ENGR
AUG 23'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM E-30 (REV. 10-69)

RECEIVED
AUG 21 1979
CONSTRUCTION
BRANCH

Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

# OREGON STATE HIGHWAY DIVISION

## INTER-DEPARTMENT CORRESPONDENCE

Sylvan
8/20/79

**SUBJECT:** Time Extension Request
SW Allen Blvd. at SW Lombard
City of Beaverton
Contract No. 8751

To: O.B. Jackmond
Contract Administration Engineer

Attached is correspondence from W.R. Grasle Co., relating to their request for an extension of time.

This is in answer to the questions raised in your letter to Grasle, dated August 1, 1979.

J.W. Cochell

J.W. Cochell
Resident Engineer

cc: Region
File

attach: 3

**W. R. GRASLE CO.**
ELECTRICAL CONTRACTORS & ENGINEERS

August 16, 1979

Oregon State Highway Dept.
2131 SW Scholls Ferry Rd.
Portland, Oregon 97221

Attn: Jim Cochell

Re: Time Extension Request
SW Allen Blvd. & SW Lombard (Beaverton)
Contract No. 8751

Gentlemen:

As requested in Mr. C. T. Keasey's letter of August 1, 1979, we give you the following information.

Item 1. There was a delay, the poles where originally to be shipped on December 1, 1978. They were not shipped until January 4, 1979, a delay of 34 days.

Item 2. The reason for the delay was a steel haulers' strike which lasted officially from November 10, 1978, to January 15, 1979. As stated above this was a delay of 34 days.

The poles where originally to be delivered on December 1, 1978, which would have put them here in our hands on December 12, 1978, from that date to the completion time on the project, January 27, 1979, is a period of 46 days. The poles were actually delivered on January 15, 1979, and we completed the job on February 26, 1979, a period of 42 days. Using this as a yardstick we actually completed the job 4 days ahead of schedule.

Enclosed you will find a copy of a shipping manifest from International Transport, Inc. showing that the pickup date for the poles was January 4, 1979, and the actual delivery date was January 15, 1979. Also, enclosed is a letter from the Valmont people which sets out the official days of the strike as November 10, 1978, to January 15, 1979, as stated above.

Based upon the above information we request that you grant the extention of 21 more days on this project so that we may be relieved of the $50 per day penalty.

RECEIVED
AUG 20 1979
RE ARE OE

Very truly yours,

W.R. GRASLE CO.

James B. Taylor

rcm

Enclosures

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771
ALASKA OFFICES - ANCHORAGE - FAIRBANKS - JUNEAU

**International Transport, inc.**
2450 MARION ROAD S.E.
ROCHESTER, MINNESOTA 55901
MC 113855

# SHIPPING MANIFEST

1. DATE SHIPMENT PICKED UP 1-4-79

2. PRO. NO. [illegible]
UNIT NO. [illegible]
TRAILER NO. [illegible]
CONTRACTOR [illegible]

SHIPPER

3. NAME [illegible] Industries Inc
ADDRESS [illegible]
CITY [illegible]
STATE [illegible]

CONSIGNEE

NAME [illegible]
ADDRESS [illegible] Road [illegible]
CITY [illegible]
STATE [illegible]

| 4. NO. OF PACKAGES | COMMODITY DESCRIPTION | WEIGHT |
|---|---|---|
| [illegible] | [illegible] | |
| [illegible] | [illegible] 20' | |
| [illegible] | [illegible] 20' | [illegible] |
| [illegible] | [illegible] | |
| | | |
| | | |

| DIMENSIONS OF CARGO ONLY: | LENGTH | WIDTH | HEIGHT | OVERALL HEIGHT |
|---|---|---|---|---|
| | [illegible] | [illegible] | [illegible] | [illegible] |

5. SCALE WEIGHT: LOADED EMPTY

6. SCALE LOCATION

11. SPECIAL REQUESTS:

14. THIS LOAD WILL MOVE ALL THE WAY ON THE AUTHORITY OF INTERNATIONAL TRANSPORT, INC. YES ☒ NO ☐ IF NO COMPLETE THE ROUTING FROM NUMBERS 14-17 ON THE CUSTOMER ORDER AND REQUEST. FORM # 43A

AUTHORITY

22. FREIGHT CHARGES MUST BE COLLECTED FROM CONSIGNEE BEFORE DELIVERY. YES ☐ NO ☐ IF YES GET A CHECK IN THE AMOUNT OF: $

TO BE FILLED OUT WHEN SHIPMENT IS DELIVERED

| UNIT | TRAILER | DATE | DELIVERING DRIVERS SIGNATURE |
|---|---|---|---|
| 618 | 1063 | 1-15-78 | BY Tom [illegible] |

S/B 1-15-79

RECEIVED
AUG 20 1979
RE ARE OE

SIGNATURE OF CONSIGNEE

COMPANY NAME

NAME OF RECEIPTOR

DATE

CONSIGNEE COPY

FORM 146 R 7-74

VALMONT

April 16, 1979

Mr. Ken Klindworth
Graybar Electric
Box 13159 N.E.
Portland, Oregon 97213

RE: State Project #M9088(2) (W. R. Grasle)
Graybar #275PB6147-01
Valmont #46160-78

Dear Mr. Klindworth:

This is to answer your question on when the independent steel haulers (FASH) strike occurred last fall.

The official dates of the strike were November 10, 1978 to January 15, 1979. Ken, these are the dates of record; there were slowdowns prior to the strike and some of the drivers were back hauling steel prior to January 15, 1979. In essence, FASH drivers started showing signs of the strike in October, were fully shutdown by November 10, 1978, and started tapering off around the end of December.

This strike was quite violent. I am attaching one of our internal memos explaining the situation very briefly.

Ken, I hope this information helps you. Should you have any further questions, please contact me.

Sincerely,

VALMONT INDUSTRIES, INC.

W. H. Palmer
National Sales Manager
Electrical Products Division

WHP:dw

cc: J. W. McDaniel
Geo. Roth Co.

RECEIVED
AUG 20 1979
RE ARE OE

VALMONT INDUSTRIES, INC.
Valley, Nebraska 68064
Telephone (402) 359-2201

8751

2

August 13, 1979

The American Insurance Company
121 S.W. Salmon, Suite 900
Portland, OR 97204

Gentlemen:

A post-final payment for $500 will be made to W. R. Grasle Co. on Contract No. 8751 for traffic signal installation on S.W. Allen Boulevard at S.W. Lombard Avenue in Beaverton, Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $27,632.20 including the post-final payment. No force account work was performed on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

cc: W. R. Grasle Co.
437 N.W. 16th Ave.
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
Ed Hardt

FKN/mdd

#8751 -

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 1, 1979

FILE: CON 5 #8751

O.B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: Memo to File

SUBJECT: Time Extension Request
S.W. Allen Blvd. @ S.W. Lombard
Contract No. 8751

W. R. Grasle Company, contractor on this project, has requested a 32 calendar day extension of time due to a delay in receiving materials. Pertinent contract times and dates are:

| | |
|---|---|
| Contract awarded | June 9, 1978 |
| Contract time | 220 Calendar Days |
| Completion date | February 26, 1979 |
| Time used | 251 Calendar Days |

The contractor claims a delay of 32 calendar days due to late delivery of signal poles. The contractor states that the delay was "due to the Steel Hauling Strike back east ---". However, the letter provided by Valmont, the pole fabricator, does not contain sufficient information to allow determination of a delay. Valmont's letter simply states that there was a strike by the independent steel haulers from November 10, 1978 to January 15, 1979. No other data is contained in their letter. Therefore, from the data submitted, it is impossible to determine:

1. Was there a delay in the delivery of signal poles to this project?
2. Was the delay directly the results of a strike?
3. What was the number of days that material delivery to this project was delayed due to the strike?

Until the contractor provides sufficient data to verify a delay, to quantify the delay and to relate the reason for the delay to this project, additional time should not be granted.

Two items of time not claimed by the contractor are deserving of consideration. Time was charged after the contractor had substantially completed the project and was unable to energize the system since the City provided power source was unavailable. Seven calendar days were charged during this period and these should be returned to the contractor. Three calendar days were charged after signal turn-on while the contractor was performing minor corrective work. The project was substantially complete and the signals were functioning normally during this period. These three days should be returned to the contractor.

Therefore, a time extension of 10 calendar days should be granted due to time charged after substantial completion of the project. This is a Federal Aid project and FHWA concurrence is not required.

OBJ:fr
cc: H. S. Coulter
Ed Hardt
J. W. Cochell

RECEIVED
STATE HWY ENGR
AUG 2 '79
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

~~ROBERT W. STRAUB~~
GOVERNOR

Vic Atiyeh

*Department of Transportation*
STATE HIGHWAY DIVISION

August 1, 1979

W. R. Grasle Company
Post Office Box 4123
Portland, OR 97208

Gentlemen:

Time Extension Request
S.W. Allen Blvd. @ S.W. Lombard (Beaverton)
Contract No. 8751

Your request for additional contract time on the above project has been very carefully reviewed. A time extension of ten (10) calendar days is granted due to the late availability of the City provided power source and to return to you time that was charged after substantial completion of the project while minor corrective work was done.

No additional time could be granted for the material delivery delay since the information provided was incomplete and insufficient to permit a determination. The data we need from Valmont Industries, Inc., in order to consider the materials delay is a statement which provides answers to the following questions and related specifically to this project:

1. Was there a delay? If so, from what date to what date?
2. What was the reason for delay? (If due to a strike, state dates of strike and number of days delivery was delayed on this project.)

Upon receipt of the necessary data, your time extension request will be reviewed. Please transmit these data to the Resident Engineer. At this time there remains 21 days of liquidated damages on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
Ed Hardt
J. W. Cochell
FHWA

Form 81-734 3123

8751

July 20, 1979

American Insurance Co.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

Gentlemen:

Contract No. 8731 awarded to W. R. Grasle Company for traffic signal installation on S. W. Allen Boulevard at S. W. Lombard Avenue in Beaverton, Washington County, was completed on February 26, 1979, and accepted by the State Highway Engineer on July 17, 1979.

Final payment in the amount of $1,357.28 will be released to the contractor after July 25, 1979. The total contract amount is $27,132.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

fhm

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, OR 97209

C. T. Kassey
Walt Hart
V. E. Shoog Attn: Dick Hacek
Ed Hardt

8751

8

# STATE COPY

cc: State (H. S. Coulter)

4-5-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Washington | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Vince Tabor, Asst Area Engineer | | | |
| DATE OF INSPECTION<br>4-5-79 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer | | PROJECT NO.<br>M-9088(2) |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>114 % | WORK COMPLETED<br>100 % |

S. W. ALLEN BLVD. @ S. W. LOMBARD AVE.
FAU 9088 (Allen Blvd.)
Signal

This project provided for the installation of a multi-phase traffic signal at the intersection of Allen Blvd. and Lombard Ave. in the City of Beaverton. A contract in the amount of $29,391 was awarded W. R. Grasle Co. on June 9, 1978. Work began on November 28, 1978 and was completed in reasonably close conformance with the approved plans and specifications on February 26, 1979 at a final estimated cost of $31,631.50 which includes $28,081.50 for original bid item work; $1,000 for anticipated work; $3,500 for engineering, and a $1,550 credit for liquidated damages. A total of 251 calendar days were used as compared to the 220 calendar days specified.

Project records indicate all materials incorporated into the work were in reasonably close conformance with specification requirements.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
MAY 3 - '79
REFER TO
5-4 cy to Keasey
FOR
Info Inves R/D D/R Sign Act File

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8751

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

**DATE:** April 3, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. M-9098(2) 9088(2)

Contract 8751, Work Completed February 26, 1979
Project SW Allen Blvd.@ SW Lombard Ave.(Beaverton)
Highway FAU 9098
County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 5, 1979

G. L. Green
Division Administrator

RDC:mk

cc: ~~H. S. Coulter~~
C. T. Keasey
E. L. Hardt
R. D. Church

Keasey RECEIVED Richards
Jackmond Berg
Hopkins APR 24 1979 Inloes
Williams Widmer
Johnson CONSTRUCTION BRANCH Gebauer
Glenn Church

Form 81-734-3122 (Rev. 7-77)

8751

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| SECTION<br>S.W. ALLEN BLVD. @<br>S.W. LOMBARD AVE.<br>(BEAVERTON) | | WEEK ENDING 3/31/79<br>SECTION PREFIX 334-1017 |
| | HIGHWAY FAU 9088 (Allen Blvd.) | COUNTY Washington |
| NAME OF JOB SW Allen Blvd. @ SW Lombard Ave. | KIND OF WORK Traffic Signal Installation | |
| CONTRACTOR W. R. Grasle Co. | CONTRACT NUMBER 8751 | FEDERAL AID PROJECT NUMBER M-9088(2) |
| DATE OF CONTRACT June 9, 1978 | DATE WORK STARTED 11/28/78 | ESTIMATED COMPLETION DATE ~~2/26/79~~ |
| AVERAGE FORCE ON PROJECT FOR THE WEEK<br>MEN 0 SUPERVISION 0 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 220 CWD | WORK DAYS USED<br>CALENDAR DAYS USED 251 |
| PROJECT AUTHORIZATION $ 35,427.45 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 114 |
| EXCLUSIVE OF ENGINEERING $ 32,333.35 | ENGINEERING AUTHORIZATION $ 3,094.10 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 28,131.50 | ENGINEERING COST TO DATE $ 3,830.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89 |
| ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 13 % | PERCENT OF AUTHORIZATION 124 % | DATE PROJECT WAS COMPLETED 2/26/79 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| ~~CLEARING~~ | ~~DRAINAGE~~ | ~~GRADING~~ | ~~BASE~~ | [illegible] | [illegible] | Sidewalk Ramps 100 | 100 Signals |
|---|---|---|---|---|---|---|---|

| | GRADING | SURFACING | MAINTENANCE MATERIALS | ~~OIL & BITUMINOUS MACADAM~~ | ~~PAVING~~ |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 25 | Partly Cloudy | 0 | | |
| MONDAY | 26 | Showers | 0 | | |
| TUESDAY | 27 | Rain | 0 | | |
| WEDNESDAY | 28 | Showers | 0 | | |
| THURSDAY | 29 | Overcast | 0 | | |
| FRIDAY | 30 | Partly Cloudy | 0 | | |
| SATURDAY | 31 | | 0 | | |

RECEIVED
APR 2 1979
CONSTRUCTION BRANCH
Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Project completed, second notification submitted.
Semi-Final submitted to Region March 27, 1979.
Final inspection was made on March 28, 1979.

**** LAST REPORT ****

cc; Construction
FHWA
Region
File

SIGNED J. M. Cobell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8751

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 11-30-78 | CC 1928 | | 334-1017-295 |

**BILL TO:** Code:

City of Beaverton
City Hall
Beaverton, Oregon 97005
Attn: Susanne Heimbigner, City Recorder

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial transfer of the advance deposit for the construction on the Allen Blvd. @ Lombard Section. FAU 9088<br>Agreement No. 6330<br>AD 439 | | | |

Advance Deposit Amount $ 2,480.00
Advance Deposit Previously Transferred to Highway Fund $ --
Balance $ 2,480.00
Transfer to Highway Fund $ 1,860.00
Refund Due $
Partial or final request for billing Partial
Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: Gerald Wimer

SP*35734-734

8751

STATE COPY

OMB No. 04-R2089

9

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>6-171 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>6-20-78 | State Oregon<br>County Washington<br>Project No. M-9088(2) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Allen Blvd. at S.W. Lombard Ave. (Beaverton)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 6-30-77 | 0.00 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-3-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 39,568.00 | $ 33,936.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

For: H. S. Coulter
Oregon State Highway Engineer
*(Title)*

By ______________________
*(Title)*

By ______________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUN 20 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, June 12, 1978

Federal-aid Project
No. M-9088(2)

S.W. ALLEN BLVD. AT S.W. LOMBARD AVE. (BEAVERTON)
FAU 9088, ALLEN BLVD.
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 5,000.00 |

Type Code Y031
Traffic Signal

| | | | |
|---|---|---|---|
| Temporary Protection and Direction of Traffic | All Required | | $ 500.00 |
| Temporary Signs | 106 sq.ft. | 3.50 | 371.00 |
| Flagmen | 40 hour | 18.00 | 720.00 |
| Sidewalk Ramps | 4 only | 400.00 | 1,600.00 |
| Traffic Signal Installation, Complete | All Required | | 26,200.00 |
| | | | $29,391.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 800.00 |
| | Subtotal | $30,191.00 |
| | Engineering | 3,627.00 |
| | Engineering (Signal Controller Testing) | 750.00 |
| | Total | $34,568.00 |

Length of Project - - - 0.00 mile

## SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | State Funds | City Fund |
|---|---|---|---|---|
| Preliminary Engineering | $ 5,000 | $ 4,288 | $ 356 | $ 356 |
| Traffic Signal | 34,568 | 29,648 | 2,460 | 2,460 |
| Total | $39,568 | $33,936 | $2,816 | $2,816 |

Group 1 - 100%
Contract No. 8751
Prefix: 334-1017
Prefix: 334-1947

751 8

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bbc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
James Cochell
L. E. George

June 16, 1978

W. R. Grasle Co.
427 N.W. 16th Avenue
Portland, OR 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8731 for traffic signal installation on S.W. Allen Boulevard at S.W. Lombard Avenue in Beaverton, Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc American Insurance Company
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Fred S. James & Co. of Oregon
1 S.W. Columbia
Portland, OR 97201

**W. R. GRASLE CO.**
ELECTRICAL CONTRACTORS & ENGINEERS
P.O. BOX 4123 • PORTLAND, OREGON • 97208
(503) 226-6771 • TELEX 36-0583

## TRANSMITTAL NOTICE

DATE June 12, 1978

RE: Contract No 8751, Traffic Signal Installation @ SW Allen Blvd. - SW Lombard Ave. (Beaverton)

TO: Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. C. W. Head

Gentlemen:

We are sending you ☒ Attached ☐ Under Separate Cover Via

the following:

☐ Brochures ☐ Catalog Cuts ☐ Plans/Sketch ☐ Letter Copy
☐ Shop Drawings ☐ Samples ☐ Specifications ☒ Other

| Item | Date | Copies | DESCRIPTION |
|---|---|---|---|
| 1. | 6/9/78 | 2 | Highway Construction Contract and Bond for the above referenced project, fully executed on our behalf. |

These Items are Transmitted:

☐ For Approval ☒ As Requested ☐ Approved As Submitted ☐ Returned for Correction
☐ Resubmittal ☐ For Information ☐ Approved As Noted ☐

NOTED
C. W. HEAD

REMARKS:

We will appreciate the return of one fully executed copy at your earliest convenience.

RECEIVED
JUN 14 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: 2-6140 Contract

W. R. GRASLE CO.

BY W R Grasle Jr /l
W. R. Grasle, Jr.

FORM NO. 101

8751

8

bbc C. T. Keasey
Walt Hart
Robert Church
Ed Hardt
James Cochell
L. E. George
SAIF
Fran

June 9, 1978

W. R. Grasle Co.
437 N.W. 16th Avenue
Portland, OR 97209

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for traffic signal installation on S.W. Allen Boulevard at S.W. Lombard Avenue in Beaverton, Washington County, for the sum of $29,391 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Beaverton and the Federal Highway Administration and when the sum of $2,480 is deposited by the City.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8751.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin June 21, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enc.

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

May 26, 1978

City of Beaverton
City Hall
Beaverton, OR 97005

Attn: Susanne Heimbigner
City Recorder

Gentlemen:

On May 25, 1978 a satisfactory bid was received from W.R. Grasle Co., P. O. Box 4123, Portland, OR 97208 for Installation of Signals on S.W. Allen Ave. at Lombard Section, FAU 9088.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $29,391.00 |
| Permanent Pavement Striping | 800.00 |
| Signal Controller Testing (Engineering) | 750.00 |
| 4½% Contingencies | 1,392.35 |
| (10%) Engineering | 3,094.10 |
| ESTIMATED TOTAL COST | $35,427.45 |

City's Advance Deposit:

7% of $35,427.45 = $2,479.92 or say $2,480.00

This project will be awarded upon receipt of your Advance Deposit, which should be in this office no later than June 16, 1978.

"Please make your check for $2,480 payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310."

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

FFH:dmc
cc: CRAG, Denton Kent, Executive Director

bc:w/AD# 439Region 1 Federal Aid Engineer-Jon Rose
Vern Skoog-please return completed AD#439
when check is received.

DmH.

8751

8

5-3-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9088(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM NO.

ITEM NO. 71441

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED 5-3-78

DATE AUTHORIZATION EFFECTIVE 5-3-78

FEDERAL ROUTE NUMBER FAU 9088

STATE ROUTE NUMBER City street

GENERAL LOCATION:
"S.W. Allen Blvd. at S.W. Lombard Ave. (Beaverton) Sect"

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Permanent Pavement striping (S.F.) $800

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's May 1, 1978, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $39,555 Federal Funds $33,937.

A signed copy of the Title Sheet is returned herewith.

NOTED
F. B. KLABOE

Swan w/enc.
5-31

DATE 5-3-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-757

8751

Beaverton

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78

Donald L Rount

5-25-78 Bid Letting ______ All Clear Deadline

SECTION SW ALLEN BLVD.@ LOMBARD (BEAVERTON)
Highway FAU 9088
County Washington Region M
Type of Work Tr. Signals Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Statewide, all clear |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8751

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: R. N. Bothman, Administrator
Metropolitan Branch
Attention D. R. Adams
Project Development Manager

DATE: April 5, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Revised Preliminary Plans
Traffic Signal Installation
SW Allen Blvd. @ SW Lombard Avenue (Beaverton) Section
FAU 9088 (Allen Blvd.)
Washington County

Attached for your review are six copies of the preliminary plans for the subject traffic signal project, as revised to call for mast arm pole installation. These plans supersede those sent to you earlier which called for strain poles.

The project is currently scheduled for the June 27, 1978, letting.

Please forward the appropriately-stamped set of plans to the City of Beaverton for the proper signatures indicating approval, and return the plans to this office together with your comments and suggestions.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

LPD/ds
Attachments

cc E. L. Hardt w/attachment
Gary Zehner

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
WR
APR 7 1978
M
File: PM FA
LG OP
TAA ______

8751

**STATE OF OREGON** **INTEROFFICE MEMO** Beaverton

TO: L. E. GEORGE
Traffic Engineer

DATE: February 27, 1978

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: City of Beaverton Signal
Allen Boulevard @ Lombard

On February 27, 1978, Vince Tabor of FHWA contacted this office regarding curb ramps for the physically handicapped on the subject project. The current plans for the project do not include the construction of curb ramps and the FHWA felt they should be considered as a part of the contract.

I made contact with Mike Odom, Traffic Engineer for the City of Beaverton, and he concurred that sidewalk ramp construction would be in order at the time of the signal installation. The ramps are estimated at $250 each or an increase in the project by about $1,000.

The Bel-Air Convalesence Home is but a short distance and the elderly and/or handicapped have been seen using the subject intersection.

This office recommends that the needs for the ramps are justified due to the close proximity of the convalesence home and warranted with the pedestrian signals. Please include the ramps in your design.

BH/ldo

cc: Vince Tabor
Victor Ehrlich
J. H. Versteeg
M. J. Klotz

/ Versteeg ✓
copy Christensen
George
Olson
Turpin
copy Sullivan
Scott
Savage

RECEIVED
MAR 0 1 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

81-125-1387

8751

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
FEB 27 1978
File: PM FA
TAA LG OP

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

2-23-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9088(2)
Project Name Allen Blvd. @ Lombard

734

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

3-3-78
CC DE Swan
CT Keasey
R. Trigstad

Signed at BEAVERTON, Oregon, this _____ day of __________, 19__

City of BEAVERTON

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 2-23-78

Jack R Nelson
Mayor

Susanne C. Hembigner
City Recorder

[illegible] 1978
[illegible] OF WAY

Instructions: Complete A or B and C.
R/W File No. __________

- 8751

Beaverton

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/22/78
Donald L Rust

3-23-78 Bid Letting ______ All Clear Deadline

SECTION SW Allen Blvd. @ Lombard (Beaverton)
Highway FAU-9088, Allben Blvd.
County Washington Region M
Type of Work Signal Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | No identified problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8751

8

December 30, 1977

City of Beaverton
City Hall
Beaverton, OR 97005

Attention: Suzanne Heinbigner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6330

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project for installation of traffic signals at the intersection of S.W. Allen Boulevard and S.W. Lombard Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8751

334-1947
334-1912

# CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

12-9-77
~~November 29,~~ 1977

Mr. James D. McClure
Project Development Engineer
Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. McClure:

You will find, enclosed, the contract agreements and resolutions for the S.W. Allen Boulevard projects as well as the S.W. Allen and Lombard Traffic Signal.

Should you have questions, feel free to contact me.

Very truly yours,

Michael Odom

Michael E. Odom
Traffic Engineer

MEO:tw
Enclosure

MA PDM TSE SPC
ODOT - METRO
DEC 01 1977

PPS FILE

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
DEC 12 1977

File: PM FA
LG OP

TM Holmes

No attachments. Looks like the next file except for Jon's note
G Wimer

To: GERRY WIMER
Date Dec 9, '77

From: JON ROSE, METRO

[✓ Program Mgmt.] Traffic Region 1

Comments: Here is the agreement for Traffic signal installation at the intersection of Allen Blvd with Lombard St. in the City of Beaverton. Copies have been signed by City officials, agreement has approval of the Metro Administrator and package is forwarded for further processing.

Jon Rose

cc Region I

8751 6-30-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9088(2)
STATE PROJECT NO. See below
COUNTY NAME Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 71441

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 7 '77
REFER TO
Swan
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS & E APPROVED
DATE AUTHORIZATION EFFECTIVE 6-30-77
FEDERAL ROUTE NUMBER FAU 9088
STATE ROUTE NUMBER City street

GENERAL LOCATION:
"S.W. Allen Blvd. at S.W. Lombard Ave. (Beaverton) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $6,000 - F.F. $5,148 including utility preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's June 22, 1977, letter.

DATE 6-30-77
SIGNATURE OF APPROVING OFFICIAL
TITLE for DivisionAdministrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8751

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 22, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 71441
Project No. M-9088(2)
S. W. Allen Blvd. @ S. W. Lombard
(Beaverton) Section
Washington County

Enclosed is data for the subject project.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $6,000 with an obligation of $5,148 in federal funds.

CL:dmc
Encl.
cc: R. Bothman (Metro)
S. Zehner

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

June 22, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Minor Program Change
Item No. M-55
Project No. M-9088(1)
S. W. Main Ave.- S. W. Alice Lane
(Beaverton) Section
Washington County

We hereby request your approval of a minor program change on the subject project to delete from the character of proposed work the Traffic Signal at the intersection of S. W. Allen Blvd. and Lombard Ave. with no change in total cost or federal funds at this time.

It will be several years before the widening of Allen Blvd. can be accomplished and to alleviate traffic problems at this intersection the city of Beaverton requested that the traffic signal installation be accomplished as soon as possible under a separate project.

A separate program for the installation of the traffic signal is being forwarded under separate action as Item No. 71441, Project No. M-9088(2).

CL:dmc

| | |
|---|---|
| MONTHLY TRANSACTION NO. | FORM PR-1 (REV. 4-61) |
| DATE SUBMITTED TO W. O. | June 22, 1977 |

**FEDERAL-**

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER (19) (20) | PROJECT LOCATION *(45 typewriter spaces)* 21 City St., S.W.Allen Blvd. & Lombard Ave. 65 | | **ADT** | PRESENT 19,800* | FUTURE (66) N/A |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., Traffic Signal 62 | NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS Urban System | COUNTY NAME W |
| | NAME OF URBAN AREA 17-31 Portland | ROUTE NO. U \| FEDE 9 |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | ESTIMATED PRO TOTAL ESTIMATED COST | FEDERAL F |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | "S.W.Allen Blvd. @<br>S.W.Lombard Ave.<br>(Beaverton) Section" | 0.0 | 6,000 | 5,148 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST** (CODE)<br>(Topics)<br>Y031 | | | 0.0 | 50,000 | 42,900 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY CL | PROJECT TOTALS | 0.0 | 56,000 | 48,048 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

*Traffic entering the Intersection

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

977

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| (65) | **ADT** | PRESENT<br>19,800* | FUTURE<br>N/A<br>(66) (70) | YEAR<br>97<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>W36<br>(4) (9) | ITEM NO.<br>71441<br>(14) (16) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EXERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M-<br>14 23 | NUMBER<br>9088(2)<br>7 | SEQ. NO.<br>13 | I. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

| | | | | |
|---|---|---|---|---|
| COUNTY NAME<br>Washington | | | CODE<br>067<br>(14) (16) | PROGRAM STAGE<br>☐ 1 OR ☐ 2 |
| ROUTE NO.<br>U | FEDERAL-AID<br>9088<br>(32) | STATE<br>City St.<br>(36) | U.S.<br>-<br>(37) (41) | |

ESTIMATED PROJECT COST BY PHASES

| MILES<br>(54) (58) | TOTAL ESTIMATED COST<br>(59) (66) | FEDERAL FUNDS<br>(67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|
| 0.0 | 6,000 | 5,148 | 426 | 426 (city) | |
| | | | | | |
| 0.0 | 50,000 | 42,900 | 3,550 | 3,550 (city) | ROW-45' min;<br>Access Control-None;<br>Parking Restrictions-<br>Complete |
| 0.0 | 56,000 | 48,048 | 3,976 | 3,976 (city) | |
| (19) (23) | (24) (33) | REMARKS | | | |

*Traffic entering the Intersection

-over-

USCOMM DUSCOMM-DC 48905-P61

S. W. Allen Blvd. @ S. W. Lombard Ave. (Beaverton) Section
Project No. M-9088(2)

Existing Facilities:
Allen Blvd. -- 34' curbed section west of Lombard Ave. and 40' curbed section east of Lombard for two thru traffic lanes and a right turn only lane.
Lombard Ave.-- 42' curbed section south of Allen Blvd. and a 34' curbed section north of Allen.

NOTE: Traffic controlled by four way stop signs.

Adjacent Facilities: Same as existing

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility preparatory work as required.
2) Installation of multi-phase traffic signal and other incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None Involved.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of para. 10e.

FHPM 4-1-2 (IM 50-1-70) Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 1
2) This project was included in the CRAG FY77 Annual element by resolution BD770501 May 26, 1977.

8751

STATE OF OREGO

INTERO CE MEMO

TO: L. W. RULIEN
Program Management Engineer

DATE: June 3, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Programming Request
Allen Boulevard @ Lombard (Signal)
Allen Boulevard FAU-9088
City of Beaverton
Washington County

The subject traffic signal request by the City of Beaverton, approved by their city council on March 14, is attached for processing. The project is estimated at $56,000 which includes $6,000 for preliminary engineering. The project is included in the amended CRAG-TIP FY77 Annual Element, adopted by the CRAG Board at its May 26, 1977, meeting.

Preliminary engineering and construction will be done by the Department. Attached is the following information for programming the project:

1. Agency request letter and copy of the city council resolution.
2. Federal Aid Project Request form.
3. Project assessment letter submitted to Gary Potter along with Gary Potter's approval letter.
4. Survey Authority for completion and approval.
5. CRAG Board resolution adopting the new project.

Please proceed with programming the project and initiate a standard agreement.

JDM/ldo

Attachments

cc: Mike Odom, City of Beaverton
E. L. Hardt
F. E. Terpin
G. A. Potter
J. R. Rose
D.E. SWAN

PROJECT MANAGEMENT

JUN 8 '77

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | X |  |  |  |

81-125-1387

8751    3341912A    2

Form E-29 (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Allen Boulevard @ Lombard (Signal)
Highway Allen Boulevard
County Washington (City of Beaverton)

Date June 3, 1977
Authorization No. 1
Survey Prefix 334-1947 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Lombard Street and Allen Boulevard, located approximately 1/2 mile west of Hwy. 217 and Allen Boulevard.

Proposed: Install signal at existing intersection. Signal will be adjusted on Allen Boulevard widening project.

Purpose of survey:

Perform field survey; prepare plans, specifications, and estimate.

M-9088(2)

Category III Project
FAUS
CRAG-TIP, Page 56A

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 1,000 |
| Citizen Participation | (902) | |
| City or County | (903) | |
| Consultant | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | 4,000 |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 500 |
| Environmental | (923) | |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

| | |
|---|---|
| Total estimated cost of survey | $ 6,000 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: for
R. T. Ewen, Metro Location Engineer

Recommended for Approval:
R. N. Bothman, Ass't. State Highway Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. 6-30-77
FED. AID FAUS STATE

NOTED
[illegible]

SP*23601-734

8751 8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 27, 1977
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Statewide Assessment
Southwest Allen Boulevard/
Lombard Signalization
City of Beaverton

NOTED
E. S. HUNTER

The proposed project would install a 2-phase signal at the present 4-way stop intersection at Allen and Lombard. The controller would be expansible to 5-phase operation for use if Allen Boulevard is widened to 4 lanes in the future, as is proposed in another project. The signal project would alleviate an acute traffic problem which needs prompt treatment. It will be several years before any widening of Allen Boulevard can be accomplished. Therefore the present project will provide significant benefits in the interim.

Vehicular volumes are 15,100 ADT on Allen Boulevard and 4,700 ADT on Lombard.

The subject signal project has been assessed and evaluated for its potential impact on the quality of the human environment. It has been determined no new right-of-way will be required, and this project is of a type for which the Statewide Assessment for Safety Projects is applicable. The Statewide Assessment classifies this project as Non-Major.

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GAP:cjh

cc: E. S. Hunter ✓
R. N. Bothman
Craig Markham
Don Trout
Bill Kappus-FHWA

8751

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: GARY A. POTTER, Manager
Environmental Section

DATE: May 23, 1977

FROM: CRAIG MARKHAM
Region Environmentalist

SUBJECT: Statewide Assessment
Southwest Allen Boulevard/
Lombard Signalization
City of Beaverton

The proposed project would install a 2-phase signal at the present 4-way stop intersection at Allen and Lombard. The controller would be expansible to 5-phase operation for use if Allen Boulevard is widened to 4 lanes in the future, as is proposed in another project. The signal project would alleviate an acute traffic problem which needs prompt treatment. It will be several years before any widening of Allen Boulevard can be accomplished. Therefore the present project will provide significant benefits in the interim.

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ja

6-10-77
Original to
GIFFORD.

81-123-1387

8751

INT 9
CRAG
TIP Sub-Committee

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 30, 1977

76-85

FROM: JAMES D. McCLURE
Project Development Engineer

334-1912

SUBJECT: CRAG-TIP Subcommittee Meeting
March 22, 1977

Action was taken on two projects at the subject meeting; one was to include the Oswego Creek Bridge in the TIP, and the second to modify the Allen Avenue project in the TIP, along with adding a signalization project on Allen Avenue at Lombard Street.

The Oswego Creek Bridge replacement was approved for preliminary engineering at $130,000 in FY 77, construction and right-of-way at $1,623,000 in FY 79.

The Allen Avenue project was modified to preliminary engineering at $150,000 in FY 77, the first phase of construction and right-of-way at $402,000 in FY 79, and the second phase of construction for $603,000 in FY 80. Also included in the TIP was the signalization project on Allen Avenue at the intersection of Lombard, for $56,000 which includes preliminary engineering and construction, in FY 77.

Attached are the federal aid project request forms for the Oswego Creek Bridge project, for which Bernie Straight of Clackamas County will obtain the necessary signatures, along with the project request form for the signalization project in Beaverton. It is anticipated that the CRAG Board will take action on these projects at their April meeting. Prior to their action, we will proceed with assembling the necessary information for a package transmittal to Larry Rulien for programming or revising, along with a new agreement on the Allen Avenue project.

The next meeting of the CRAG-TIP will be Tuesday, April 12, at 9:00 a.m.

JDM/ldo

Attachment

cc: Larry Rulien w/attachments
Walt Hart "

MB PE PR1 PR2 DE
C.C.H.D. = METRO
MAR 31 1977
OS FILE T/A

1-125-1387

8751

# CITY OF BEAVERTON

4950 S. W. HALL BLVD. BEAVERTON, OREGON 97005 TELEPHONE 644-2191

March 16, 1977

Mr. Larry Rice
CRAG Executive Director
527 S. W. Hall St.,
Portland, Oregon 97201

Dear Mr. Rice:

The following is in reference to the TIP subcommittee's review of the S. W. Allen Blvd project in the City of Beaverton as currently funded in the Transportation Improvement Program.

Enclosed is a resolution from the City of Beaverton, passed unanimously by the Council, reaffirming that the S. W. Allen Blvd project is of high priority in the city and warrants continued federal funding.

The City of Beaverton, therefore, would like to submit an amended project request for S. W. Allen Blvd. The changes requested are as follows:

1) To allocate $200,000 currently appropriated for fiscal year 1977 to preliminary engineering and preparation of the Environmental Impact Statement. Both items will be performed by the Oregon State Highway Division.

2) Revision of project costs to reflect a new estimate based on the following: a) increases due to inflation, b) use of a wider street section to compute construction costs (the section used is that which appears on the Beaverton Area General Plan and calls for a 66' right-of-way, 44' of pavement,

4' and 7' sidewalks), c) improve signalization to provide for progression along the arterial (eight existing or proposed signals within a 1.5 mile section from Hwy 217 to Murray).

3) Funding would be allocated to construction in two phases as follows: a) Phase I, S.W. Alice to S.W. Main, $402,000 to be funded in fiscal year 1979, b) Phase II, S.W. Main to S.W. Murray, $603,000 to be funded in fiscal year 1980.
Total estimated construction cost would be $1,005,000.

Also enclosed is a separate project request intended to provide some immediate relief to the traffic congestion on S.W. Allen Blvd. The request is to provide a two-phase signal at the intersection of S.W. Allen and S.W. Lombard using the remaining $56,000 funded for fiscal year 1977 and constructed within the existing right-of-way. The Oregon State Highway Division will perform the preliminary engineering.

Respectfully submitted,

Michael Odom

Michael Odom
Traffic Engineer

MO:jm
Encl
cc: Pierre Henrichsen, Chairman, TIP Subcommittee

# RESOLUTION NO. 1985

## A RESOLUTION REAFFIRMING THE CITY'S POSITION CONCERNING THE S. W. ALLEN BOULEVARD WIDENING PROJECT

WHEREAS, the City of Beaverton desires to proceed with the S.W. Allen Boulevard projects known as Phase I (Alice to Main) and Phase II (Main to Murray) and requests continued funding of these projects under the Transportation Improvement Program for the Portland-Vancouver Metropolitan Area; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. The proposed project is of high priority in the City and warrants continued federal funding.

Section 2. The City Engineer is authorized, on behalf of the City of Beaverton, to submit an amended Federal Urban Aid System Project Request for the "S.W. Allen Boulevard Phase I and Phase II" project, to provide such other information and documents as may be required; and otherwise to act as the authorized representative of the City in connection with all matters pertaining to the projects.

Section 3. The City hereby agrees to furnish the required amount of local match to the federal funds requested for the project.

Adopted by the Council this 14th day of March, 1977.
Approved by the Mayor this 14th day of March, 1977.

ATTEST:

Susanne C. Heimbigner
Susanne Heimbigner, Recorder

APPROVED:

Jack R Nelson
Jack Nelson, President

# CRAG RESOLUTION

## BD 770501

FOR THE PURPOSE OF ADOPTING REVISIONS TO THE TRANSPORTATION IMPROVEMENT PROGRAM AND ITS ANNUAL ELEMENT

WHEREAS, CRAG by resolution BD 760703 adopted a Transportation Improvement Program having an annual element for the period of October 1, 1976 to September 30, 1977; and

WHEREAS, the Transportation Technical Advisory Committee and staff has reviewed all the revisions included in Exhibit "A" attached hereto and incorporated herein and has recommended approval; and

WHEREAS, the Board of Directors has held a public hearing on the proposed revisions to solicit appropriate citizen input and response and has considered such response; now therefore be it

RESOLVED, that the FY 1977 Transportation Improvement Program be amended to incorporate the revisions described in Exhibit "A" and that these revisions be added to and made an integral part of the Transportation Improvement Program and annual element and each such revision hereby receives an affirmative A-95 review.

ADOPTED By the Board of Directors this 26 day of May, 1977.

BY

Larry Rice, Executive Director

# LISTING A

## NARRATIVE DESCRIPTIONS OF PROPOSED REVISIONS TO THE 1977 ANNUAL ELEMENT

NEW PROJECTS

Clackamas County

*Gladstone Signal - Portland Avenue in Gloucester
Adds a new project as requested by the City of Gladstone - $43,000

*Oswego Creek Bridge/Approaches - Bridge Replacement
Adds a new project in lieu of Kerr Rd with PE in FY 1977 and construction in FY 1979 - $112,000 and $1,396,000, respectively

Washington County

[redacted]
Adds a new project requested by the City of Beaverton - $48,000

Allen Blvd Construction - Hall to Alice
Adds a new project in FY 1979 as a result of change in scope of original project - $346,000

OSHD

*I-5 - Going Street Interchange - Ramp Safety Improvement
Includes a new Interstate project as requested by ODOT

The following I-205 Interstate projects are a consolidation of those previously in the TIP and have replaced the originals with more manageable units of work effort:

*I-205-SE POWELL BLVD TO SE FOSTER RD
*I-205-SE SALMON ST TO SE POWELL BLVD
*I-205-NE MORRIS ST TO SE SALMON ST
*I-205-NE MARINE DR TO NE MORRIS ST
*I-205 COLUMBIA RIVER BRIDGE

Tri-Met (UMTA Sec. 3)

*Bus Service, Inventory and Maintenance System (SIMS)
Adds a new project to the annual element and ammends the fare program by addition thereto - $1~~4~~0,000
150,000 JS.

Special Transportation

The following new special transportation projects have been reviewed and recommended by the Task Force for inclusion in the annual element. Funds for these projects are derived from Tri-Met, UMTA, FHWA, public social service agencies, and private non-profit organizations:

---

*Impacts Annual Element

.8751

# FEDERAL AID PROJECT REQUEST

Date 10 March 77

Applicant Agency City of Beaverton

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. 0050 Route Name S. W. Allen Blvd.

Project Name Allen and Lombard signalization

Project Location (Attach sketch map)

Project Length

Project Description Signalization of the intersection of S. W. Allen and S. W. Lombard using mast arm installation with two-phase controller expansible to five phase operation

Average Daily Traffic Allen - 15100 ADT Design Speed 40 MPH
Lombard - 4700 ADT

Complete Applicable Sections:

## I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34' - 40' Travel Lanes 2 - 3 Shoulders
Medians None Parking None
Sidewalks 4.5 feet
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Remarks

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 45 Minimum 45 Maximum 50

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

## III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None - existing four-way stop

2. **Proposed Signalization:**

Location S. W. Allen Blvd and S. W. Lombard

Type fully-activated
Phases two expansible to five
Type of Suspension mast arm
Interconnected provision for future interconnect
Remarks

3. **Permanent Signing:**

Include in project or by applicant? None required

4. **Permanent Striping:**

Include in project or by applicant? Project - stripe approaches to intersection

## IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400W/21000 Lumen Mercury vapor: one S E Quad, two in N E Quad, one 160 feet west of intersection

2. **Proposed Illumination:**

Location Retain existing
Type
Remarks

## V. STRUCTURE DATA

1. **Existing Structure:**

Location
Type Shoulder Width
Approach Roadway Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | Public Info - Vicki Rocker<br>Office |
| 2. Environmental | Engineering - Don Faris<br>Office |
| 3. Public Hearing | City Recorder - Susanne Heimbigner<br>Office |

Remarks telephone: City of Beaverton 644 - 2191

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ |
| Right-of-way costs (if participating) | |
| Traffic control | 50,000 |
| Illumination | |
| Structures | |
| Railroad | |
| Other_________ | |
| Preliminary engineering | 6,000 |
| PROJECT TOTAL | $ 56,000 |

Remarks_________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

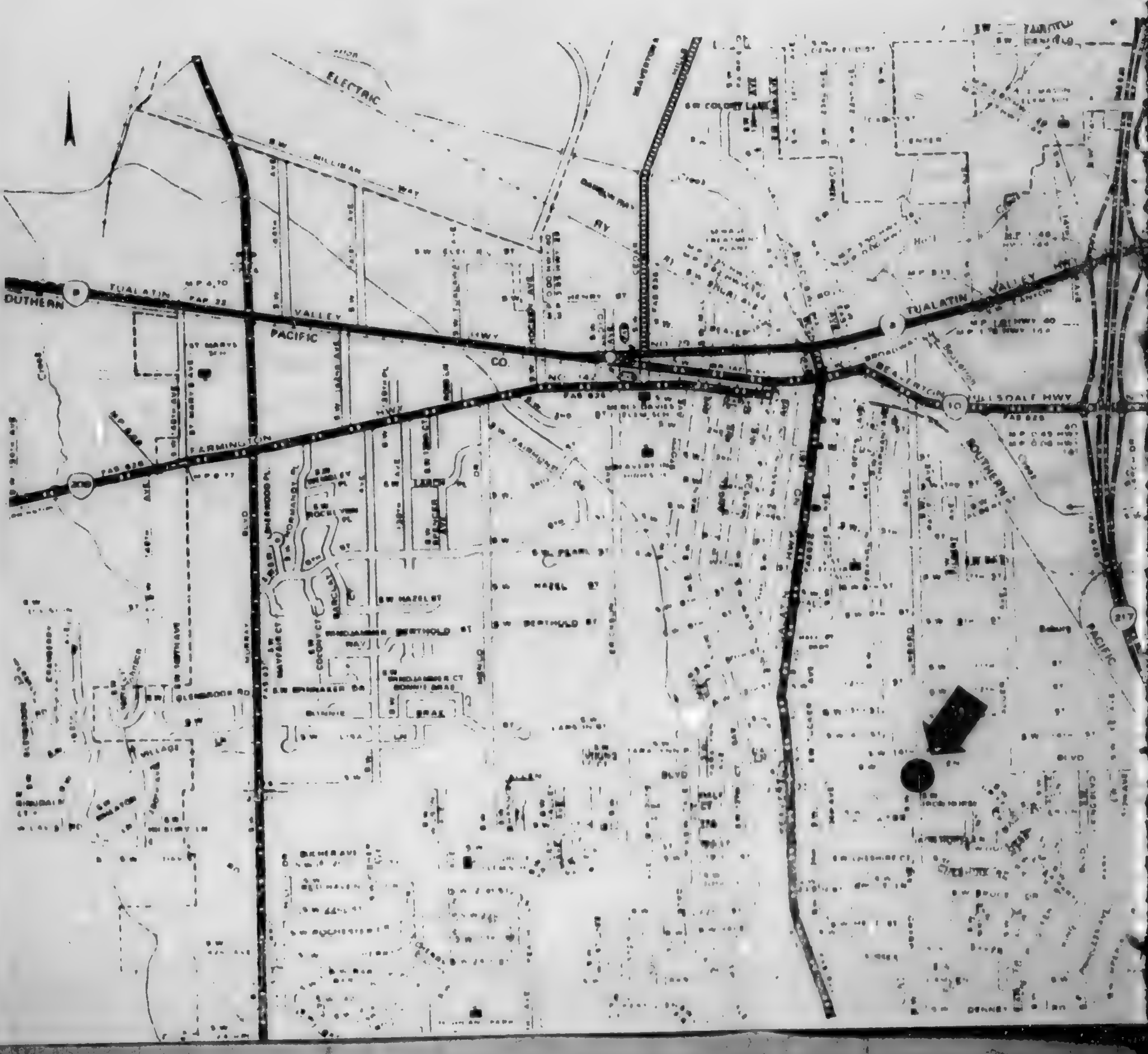
CITY OF Beaverton and/or _________ COUNTY

By X Donald R Fox Acting City Engineer By_________

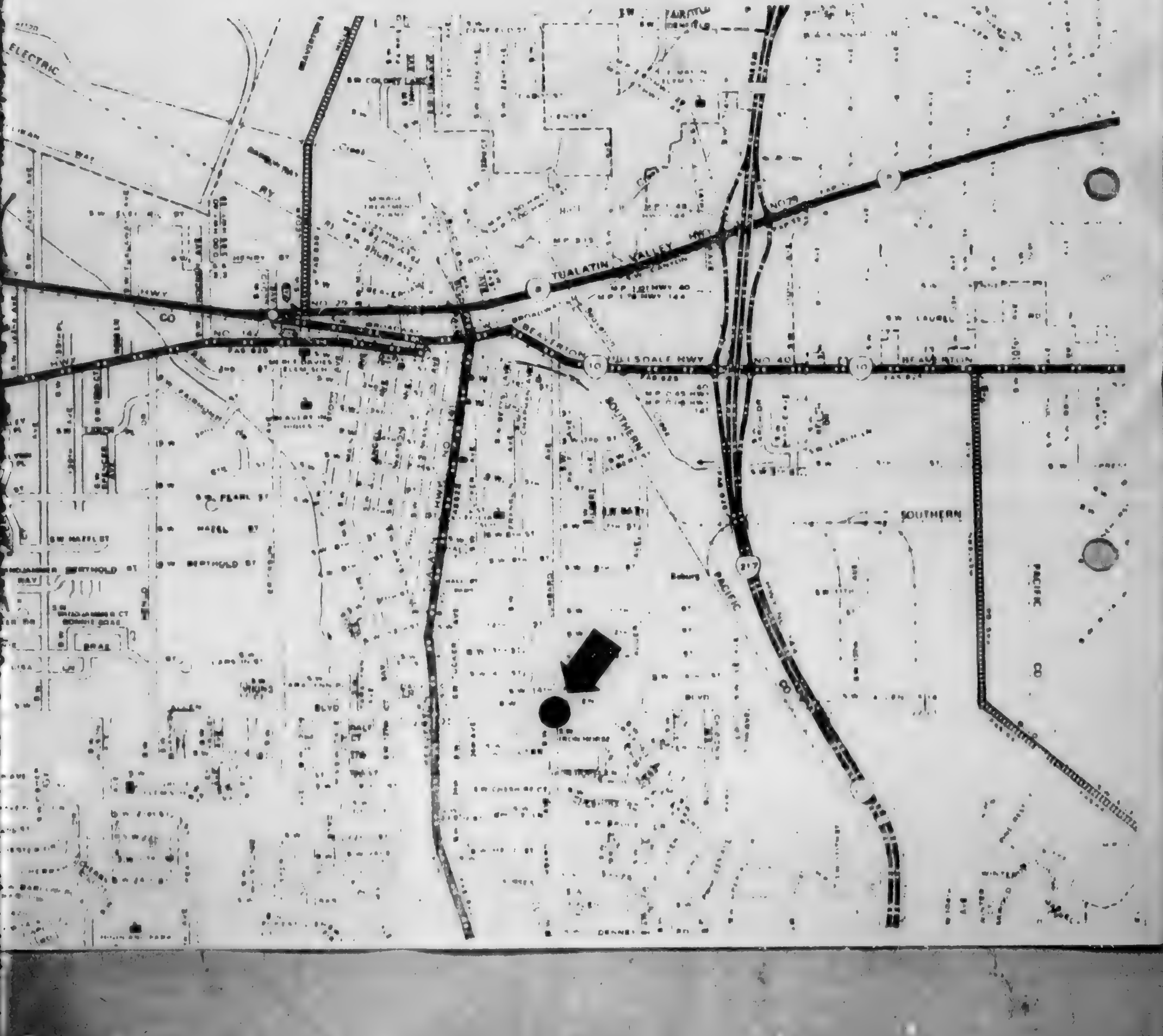
By City Administrator By_________

By_________

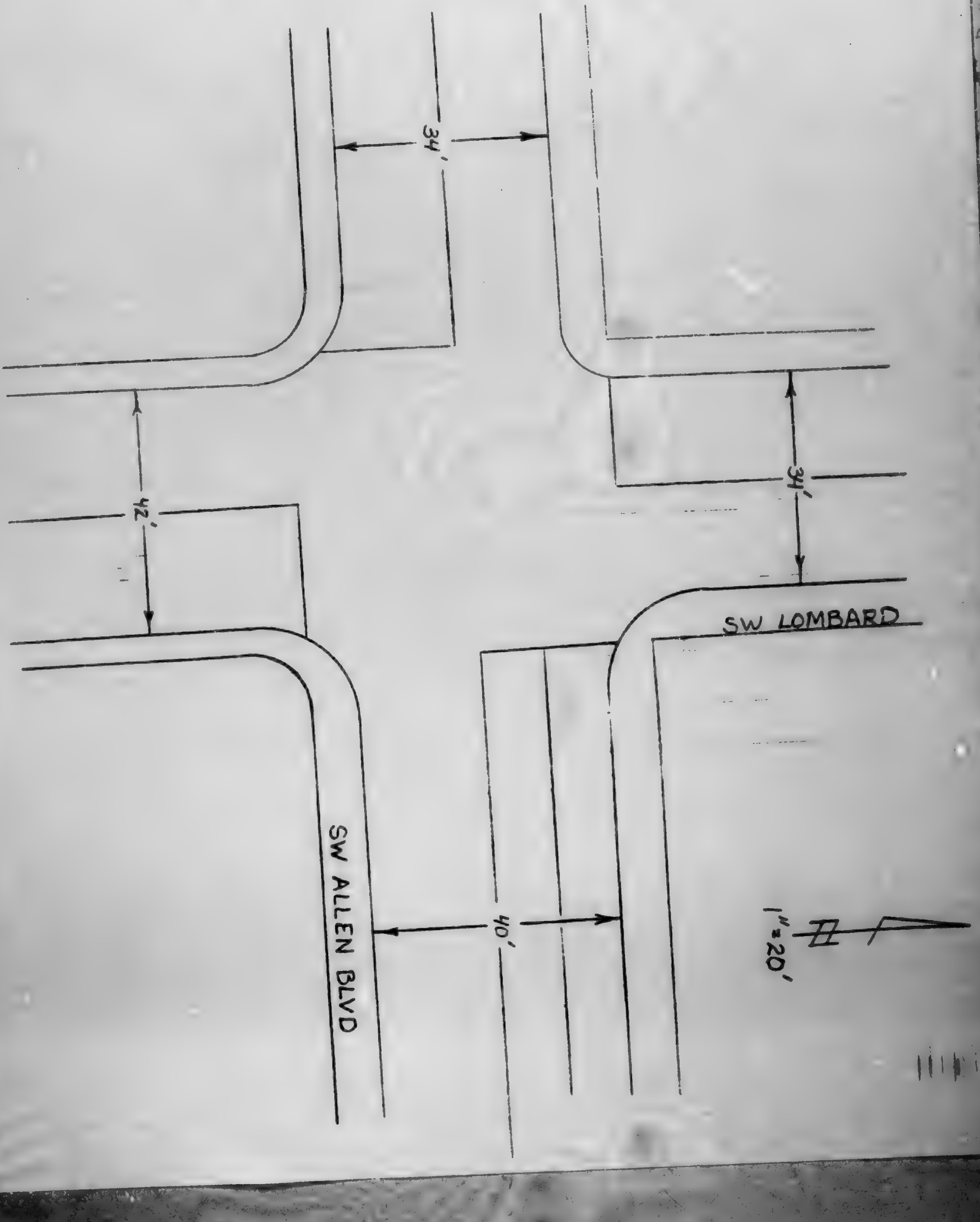
PROJECT LOCATION


ELECTRIC
TUALATIN VALLEY HWY
PACIFIC
CO.
FARMINGTON
BEAVERTON HILLSDALE HWY
SOUTHERN
PACIFIC
OUTHERN

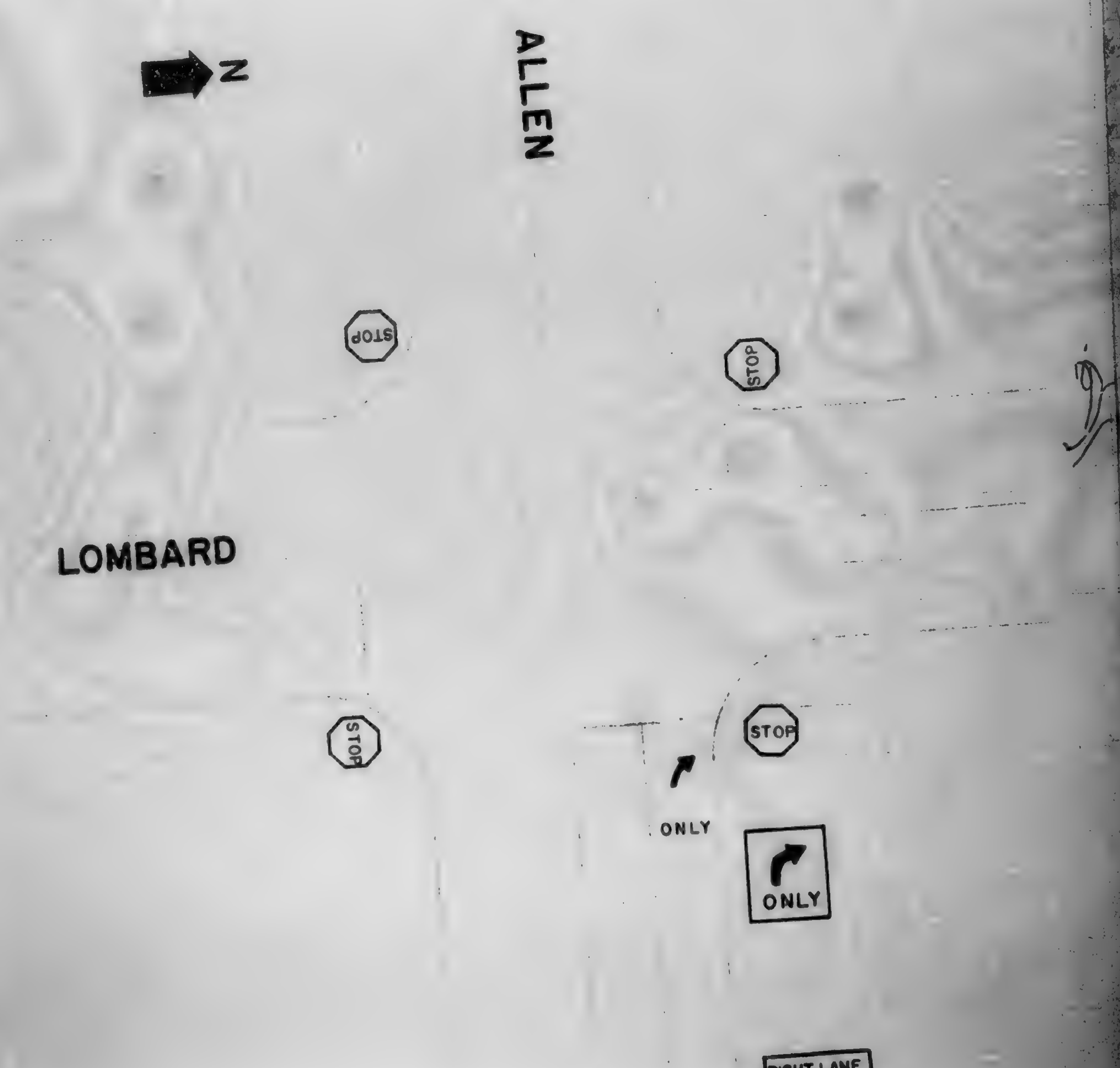
PROJECT LOCATION


ELECTRIC
TUALATIN VALLEY
BEAVERTON
HILLSDALE HWY
SOUTHERN
PACIFIC
SOUTHERN
PACIFIC
SW PEARL ST
HAZEL ST
BERTHOLD ST
DENNEY RD
217
10
8

## EXISTING APPROACH WIDTHS


34'
42'
34'
SW LOMBARD
SW ALLEN BLVD
40'
1"=20'

EXISTING TRAFFIC CONTR


N
ALLEN
LOMBARD
STOP
STOP
STOP
STOP
ONLY
ONLY
RIGHT LANE MUST TURN RIGHT

8751

9088

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: 334-1912

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 16, 1976

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Requested Revision
Allen Boulevard Widening Project
City of Beaverton

TO: GEORGE HOPKINS
Local Government Programs Engineer

When the City of Beaverton, in response to the accelerated Federal Aid Program in early 1975, requested a project on Allen Boulevard, it was for installation of traffic signals at Allen and Lombard. At some point early in the process, it was decided that the signal installation should be consolidated with a project to widen Allen Boulevard and from that came the present project from Hall to Alice Lane.

For some time it has appeared that environmental problems may delay, if not kill, the widening project, and the City has now requested that the signal installation be segregated once more from the street improvement project. The attached letter and accompanying map from the City confirm that request.

Since right-of-way will be required for the signal installation, some revision will have to be made in the environmental assessment, and Environmentalist Craig Markham is looking into this. The secondary effect which purchases of right-of-way might have on predetermining the widening project will have to be considered, and Craig will be discussing the new assessment with the City.

If this seems appropriate, would you take whatever steps are necessary to get the modifications made.

ldo

Attachments

cc: Region 1 w/attachment
Craig Markham w/attachment

12-21-76
Talked to Jon Rose re. assessment. He will get Craig moving since this will probably be the holdup. HEG

RECEIVED
DEC 20 1976
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other

PROJECT MANAGEMENT
DEC 20 '76
Info | Investigate | R/D | Action ✓ | File | Letter

8751

CITY OF BEAVERTON

4950 S. W. HALL BLVD. BEAVERTON, OREGON 97005

TELEPHONE 644-2191

December 9, 1976

Mr. Jon Rose
Regional Federal Aid Engineer
5821 NE Glisan
Portland, OR 97213

ME TE PR1 PR2 DE
C.S.L.D. - METRO
DEC 13 1976
FILE T/A
OE

Re: Allen Boulevard - Alice to Main

Dear Mr. Rose:

In anticipation of a possible delay to the widening project because of environmental considerations and public intent, the City of Beaverton would like to request that the signal portion of the project at Allen and Lombard be considered separately.

[Preliminary signalization plans are enclosed showing the necessary right-of-way for the signal installation. The cross-hatched areas indicate the areas needed.

request revisal
No R/W req'd.

The signal to be installed would be a two-phase fully-actuated expansible to 3 phases. One traffic lane on each approach exists at the present time. (No change in striping of traffic lanes would be done until the widening of Allen).

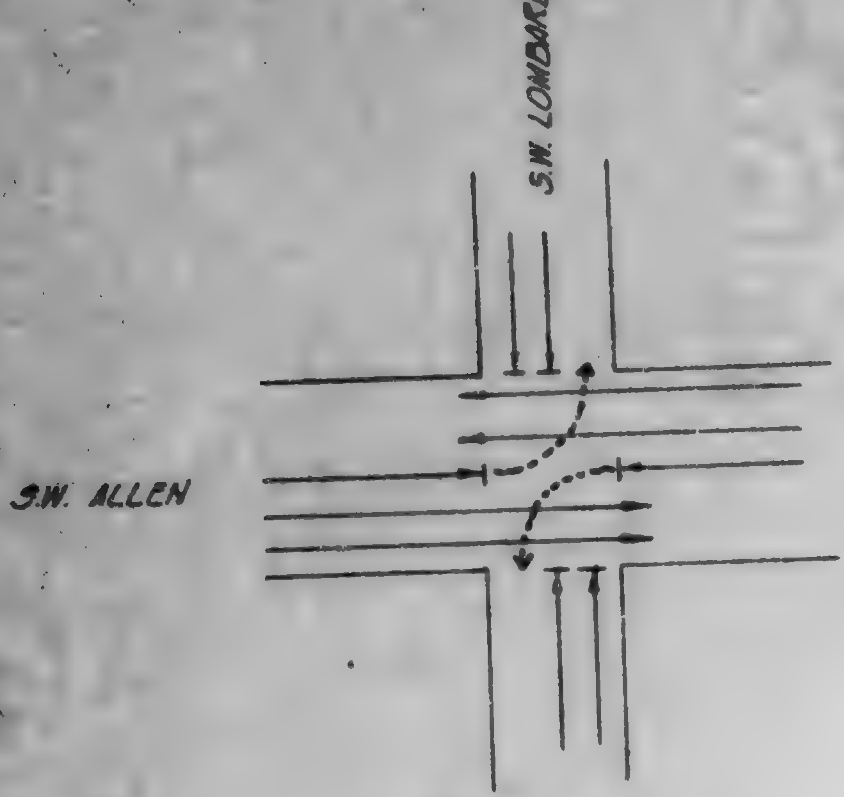
If additional information is required or you have questions regarding this project, please call me at 644-2191, Ext. 278.

Very truly yours,

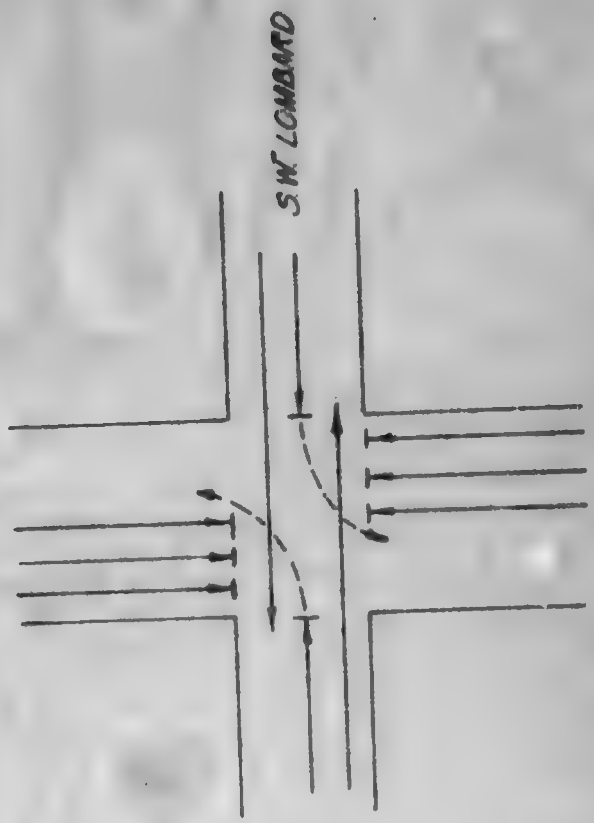
Michael Odom

Michael Odom
Traffic Engineer

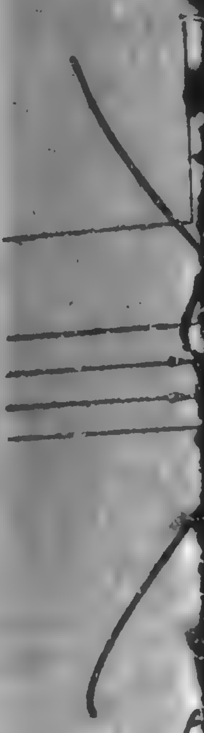
MO:tw
Enc.


S.W. LOMBARD
S.W. ALLEN

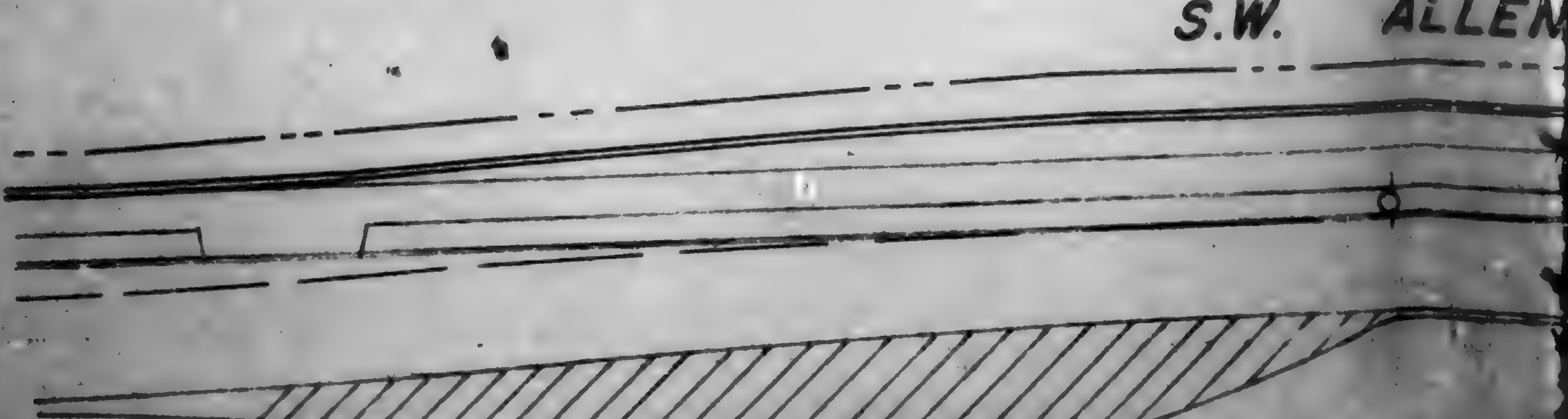
PHASE - 1

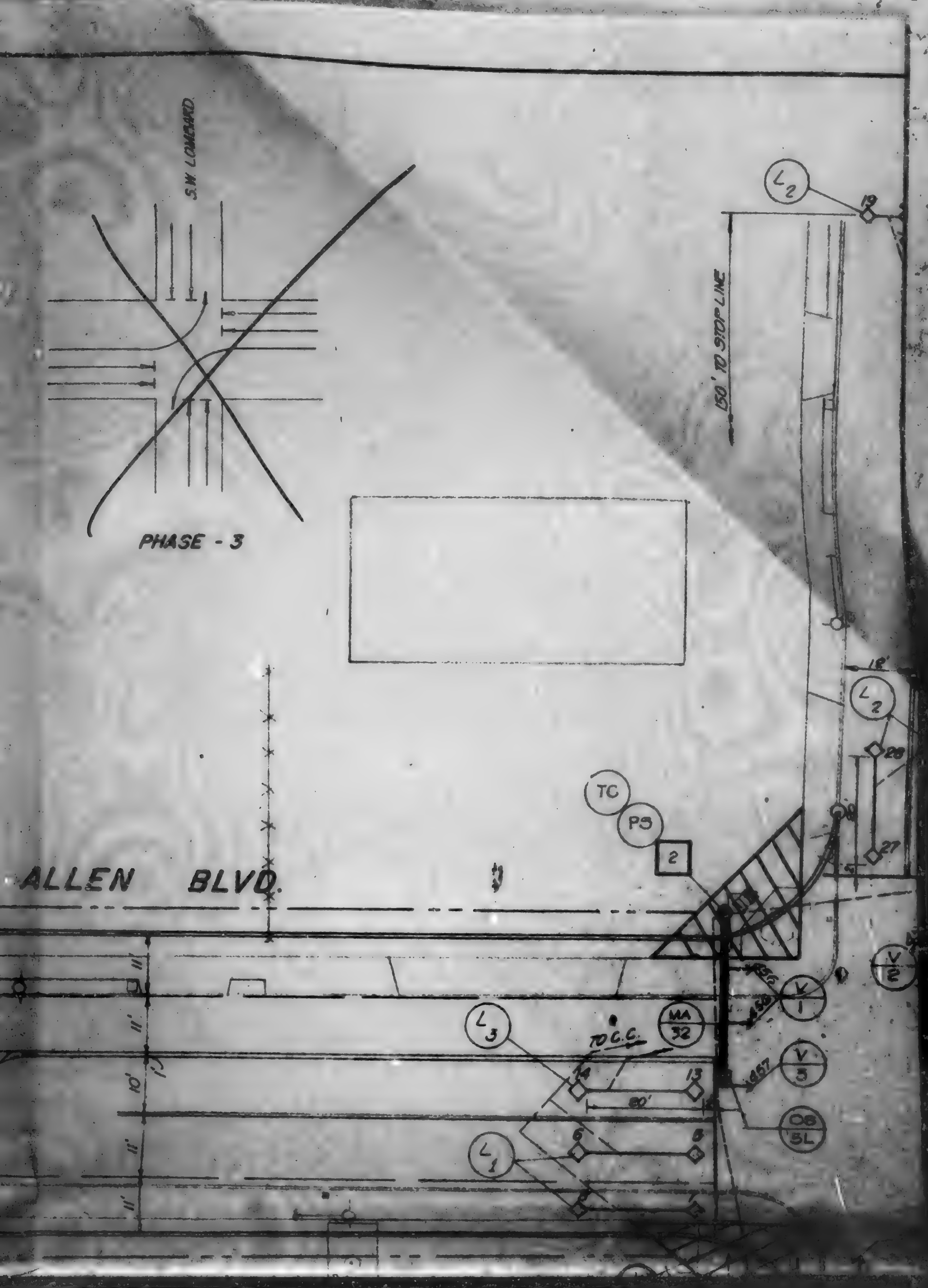


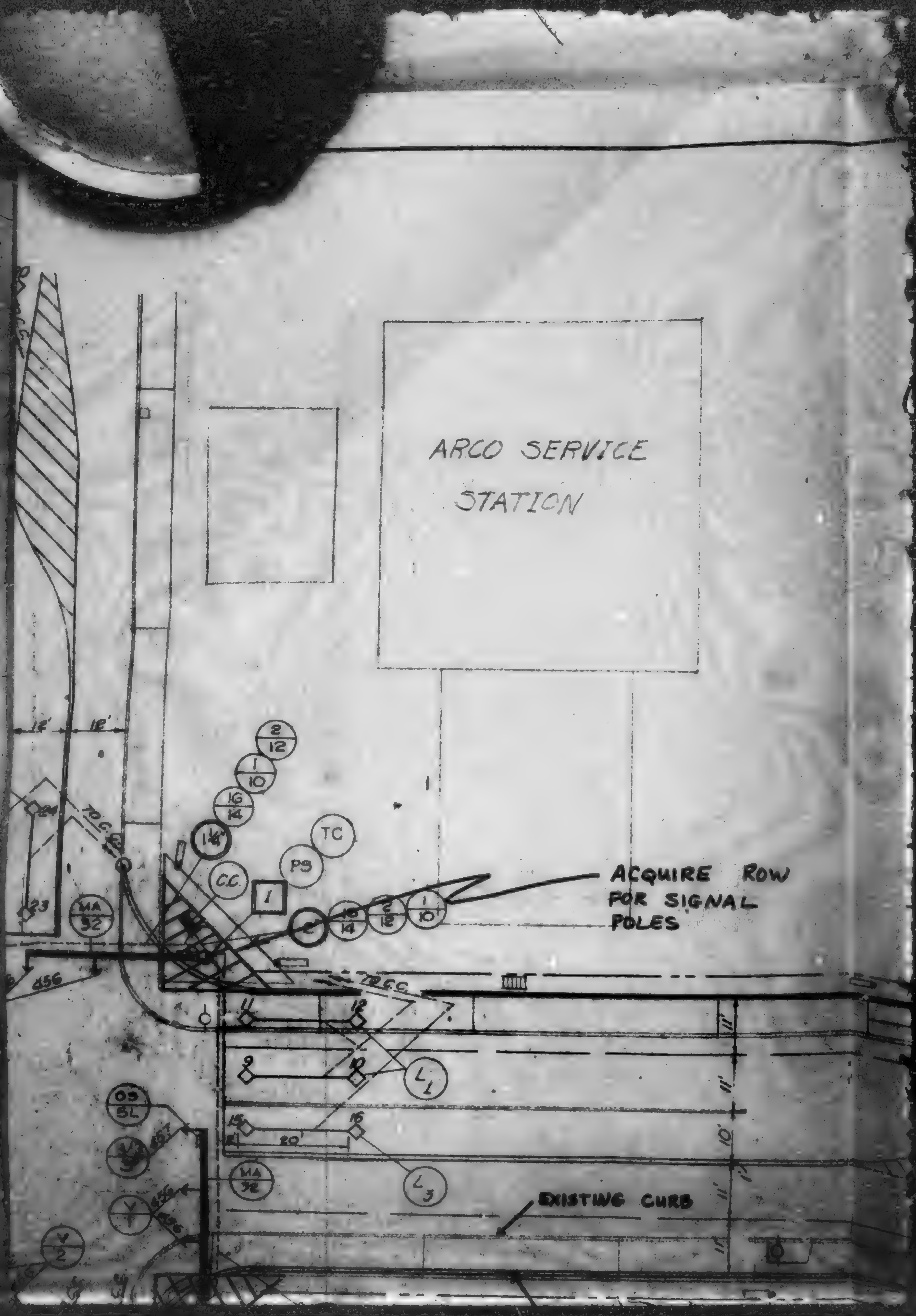
PHASE - 2

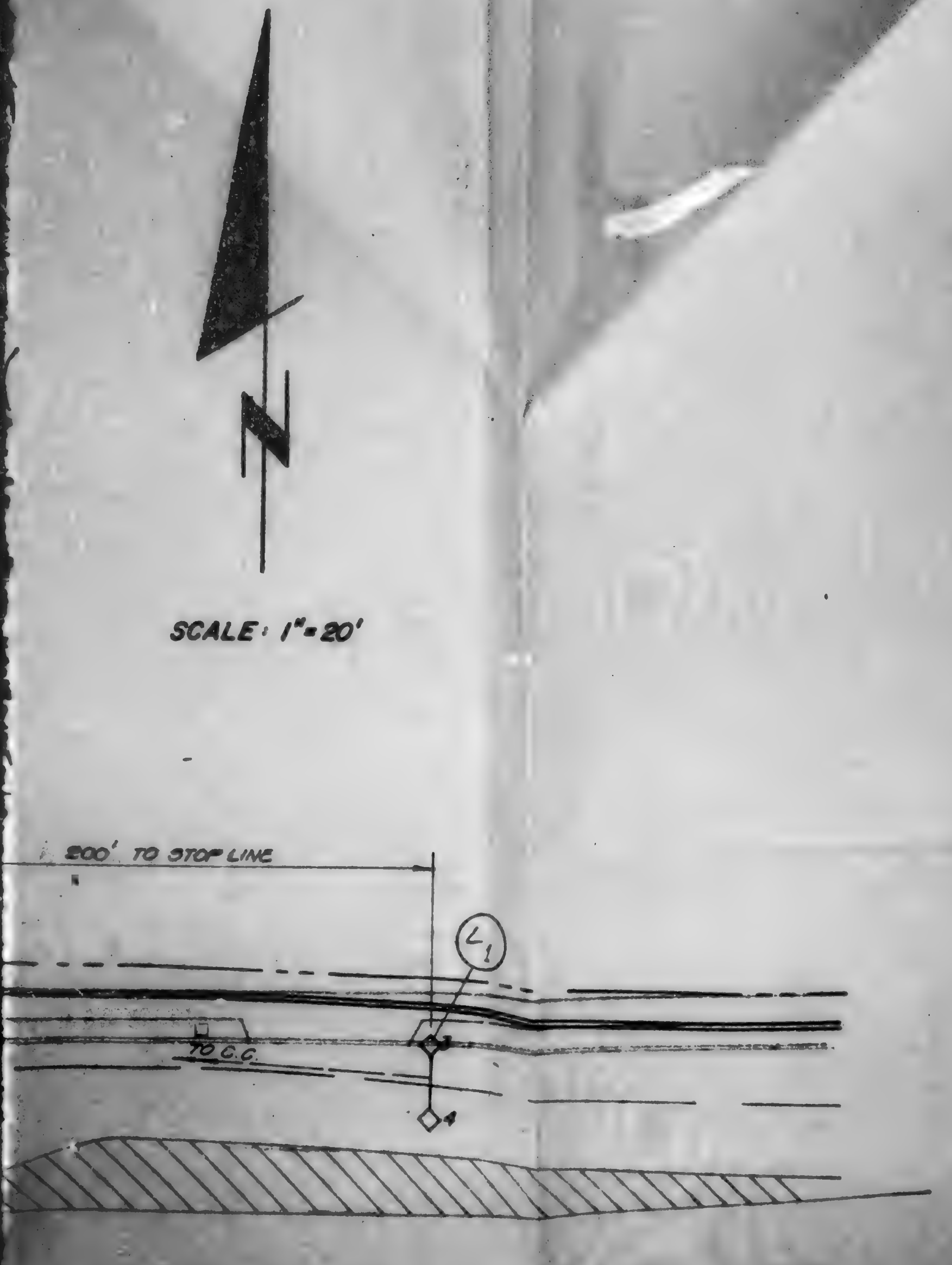


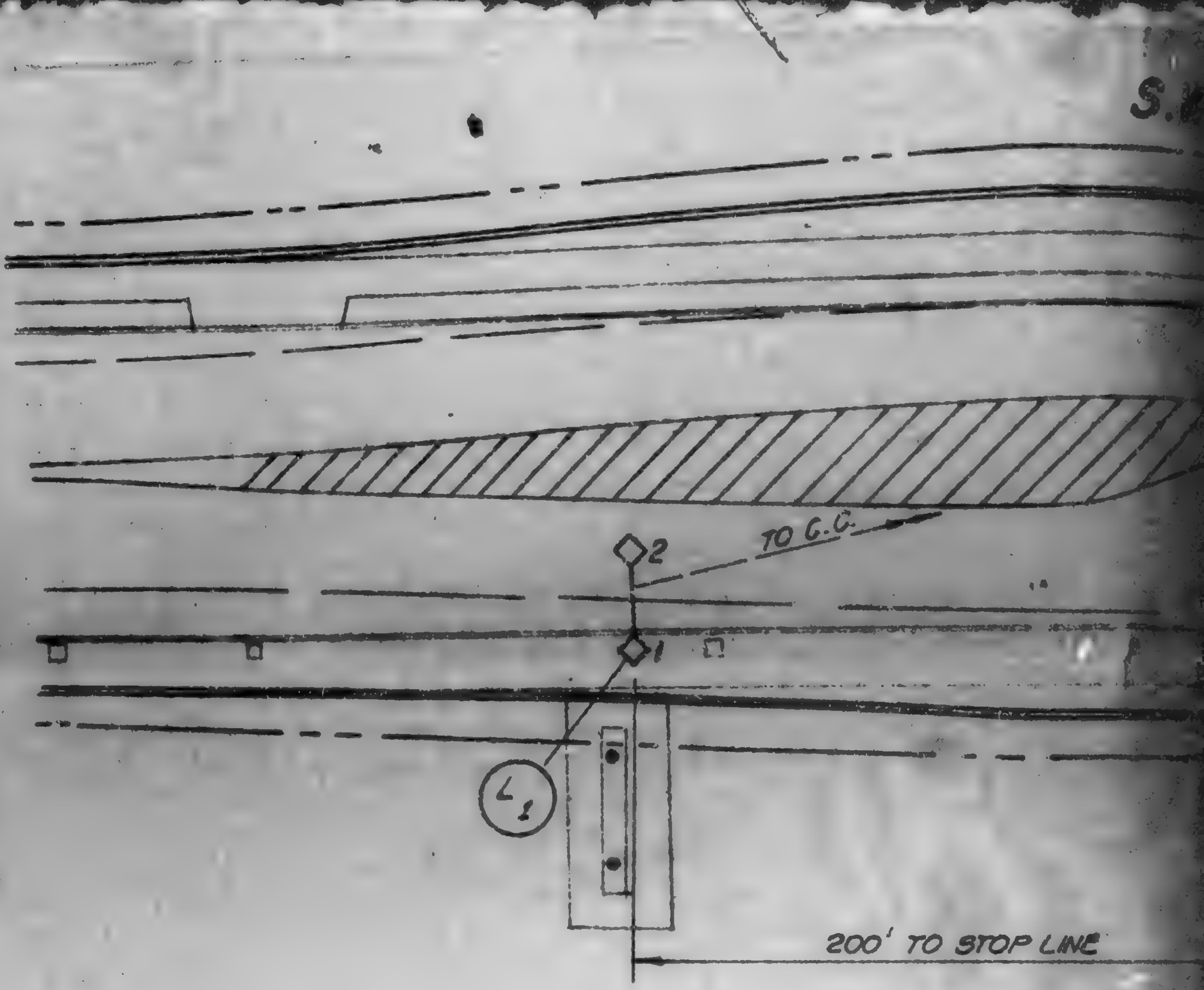
## NORMAL PHASE SEQUENCE


S.W. ALLEN
2
TO G.C.
1


S.W. LOMBARD
PHASE - 3
150' TO STOP LINE
L2
19
18'
L2
28
27
TC
PS
2
ALLEN BLVD.
11'
11'
10'
11'
11'
L3
TO C.C.
MA/32
K/1
V/2
V/3
OS/SL
1856
1858
1857
14
13
80'
L1
6
8


ARCO SERVICE STATION
ACQUIRE ROW FOR SIGNAL POLES
EXISTING CURB
2/12
1/10
16/14
TC
PS
C.C.
1
MA/32
OS/5L
V/2
L1
L3
TO C.C.
12'
12'
11'
11'
10'
20'
456
23
9
10
11
12
15
16

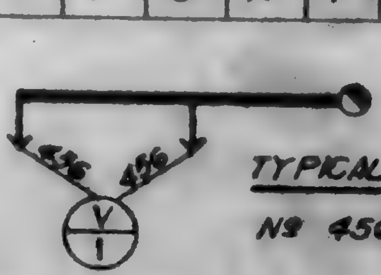

N
SCALE: 1"=20'
200' TO STOP LINE
L1
TO C.C.
4


S.
TO C.C.
2
1
L1
200' TO STOP LINE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| COMBINATION TYPE Nº (SEE PLAN) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| COLOR INDICATIONS of NOMINAL LENS SIZE | 8"<br>R | 8"<br>Y | 8"<br>G | 12"<br>R | 12"<br>Y | 12"<br>G | 12"<br>GLTA |

**LEGEND:**

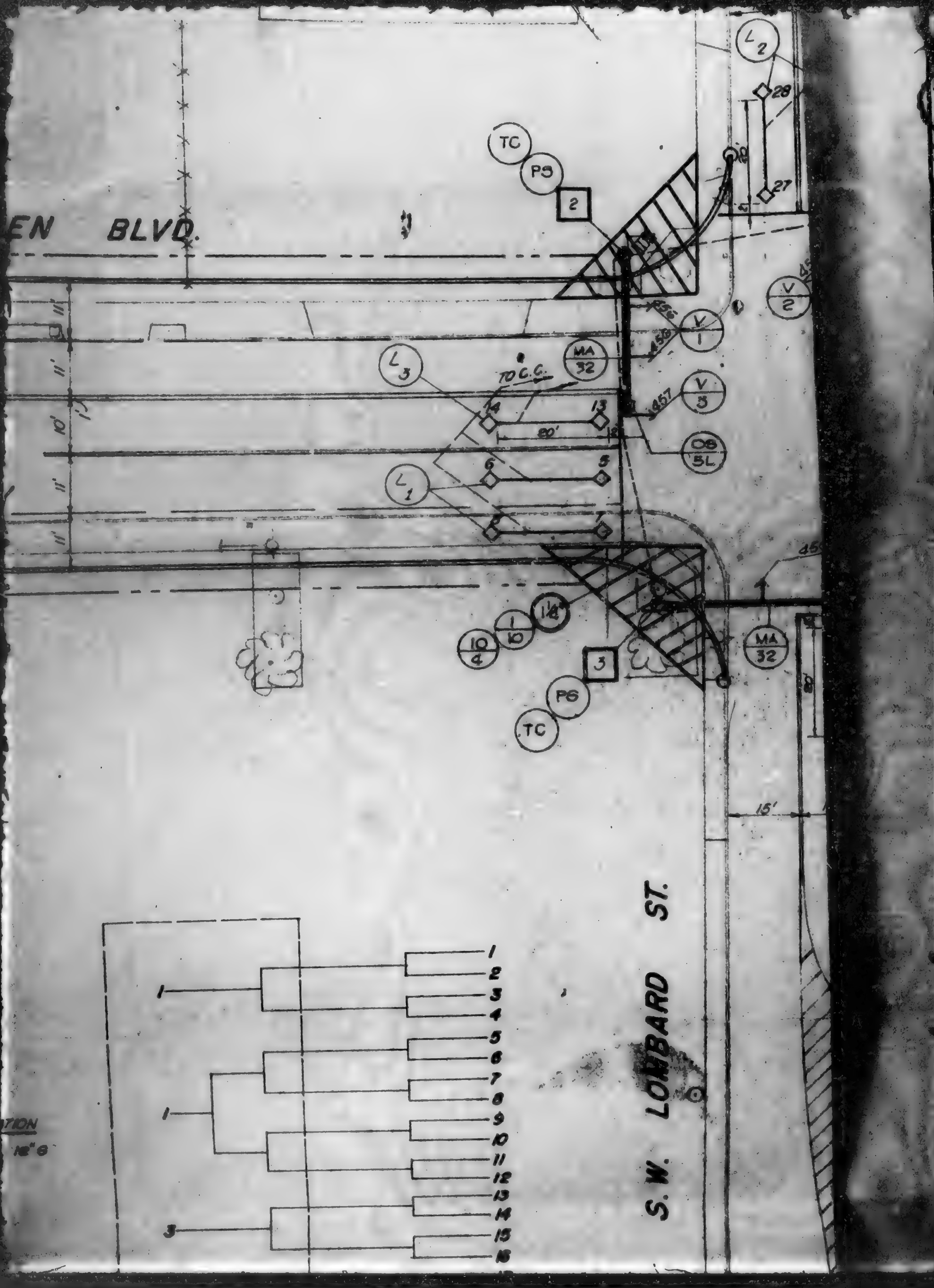
R - RED
Y - YELLOW
G - GREEN
GLTA - GREEN LEFT TURN ARROW
GRTA - GREEN RIGHT TURN ARROW
GVA - GREEN VERTICAL ARROW

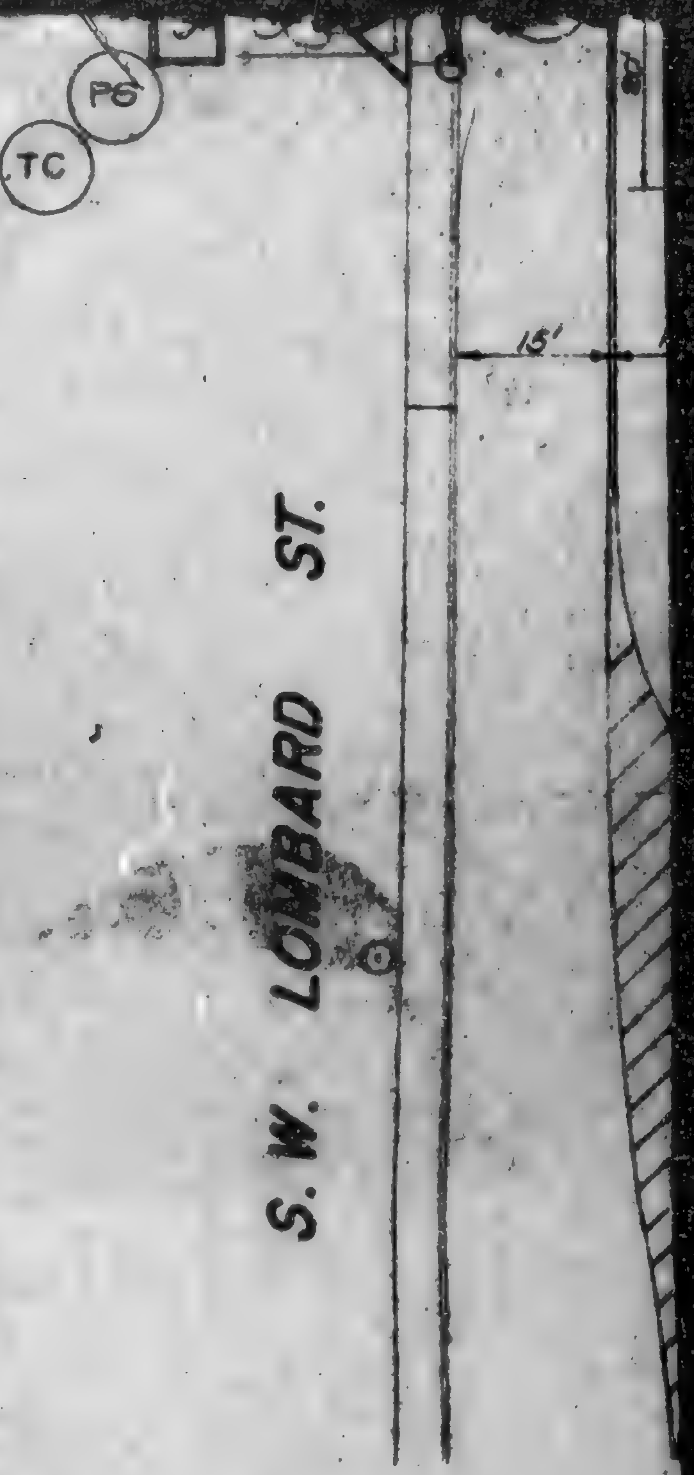


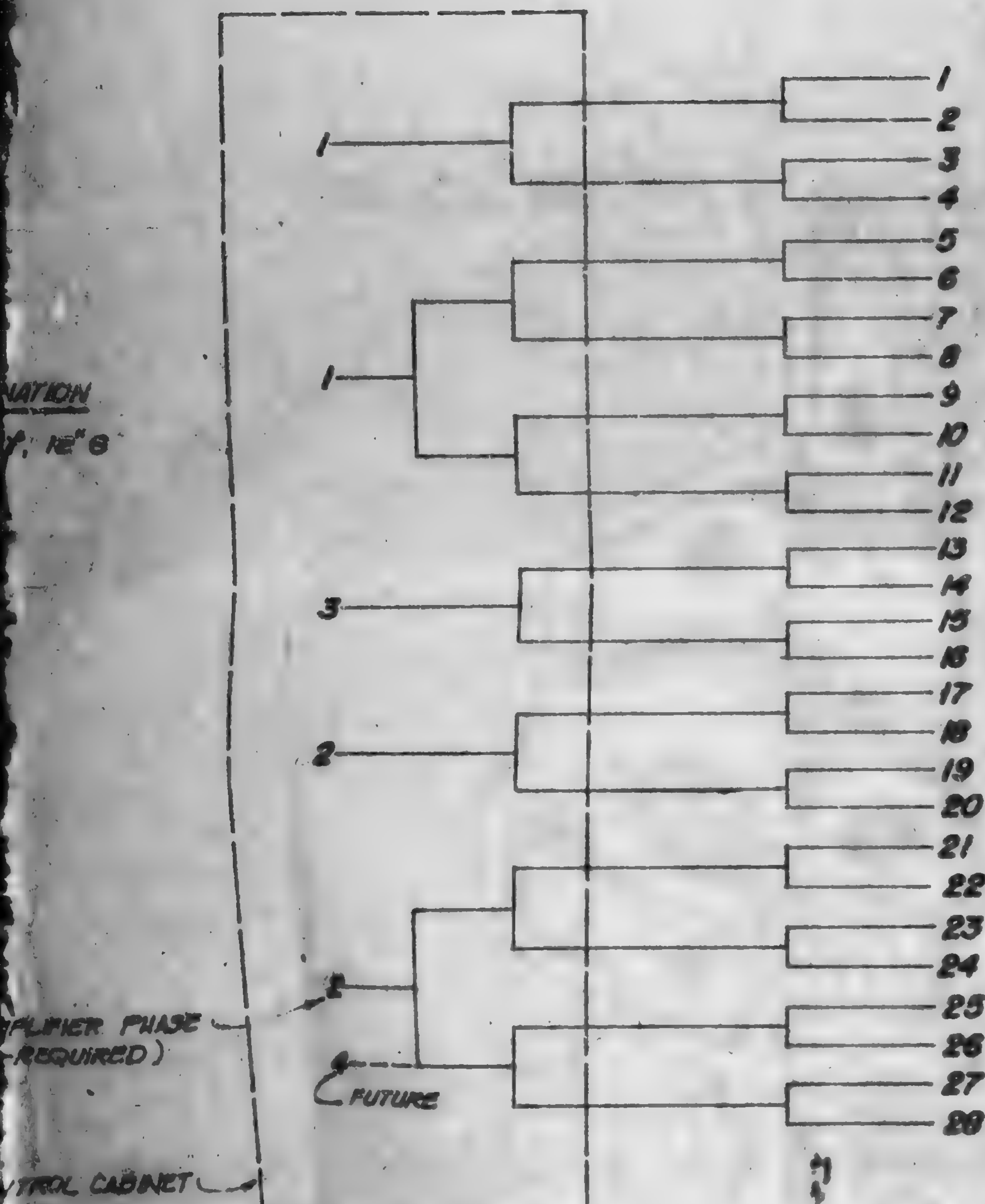
TYPICAL SIGNAL

Nº 456 INDICATE

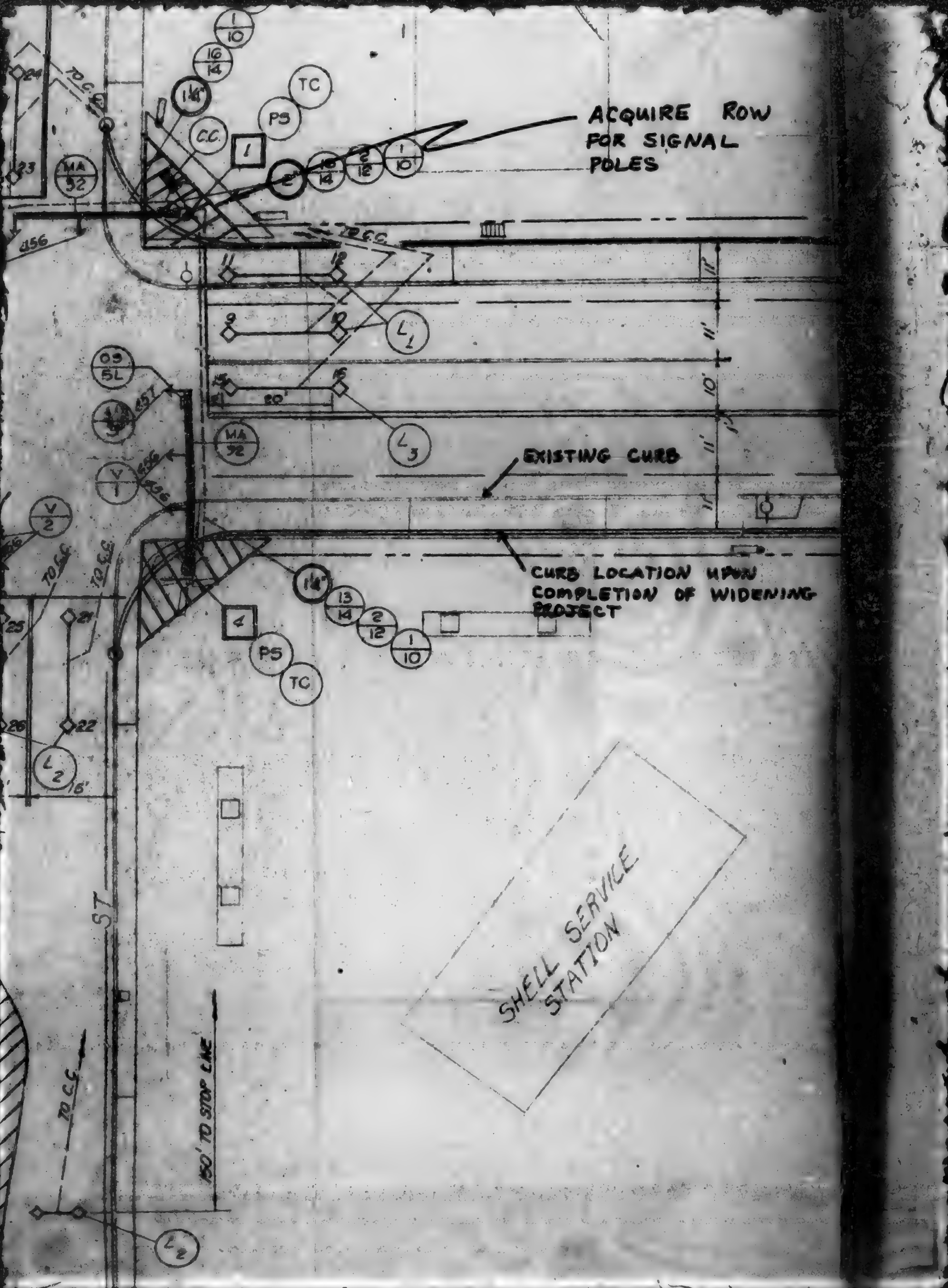
## VEHICLE SIGNAL HEAD DESIGNATION

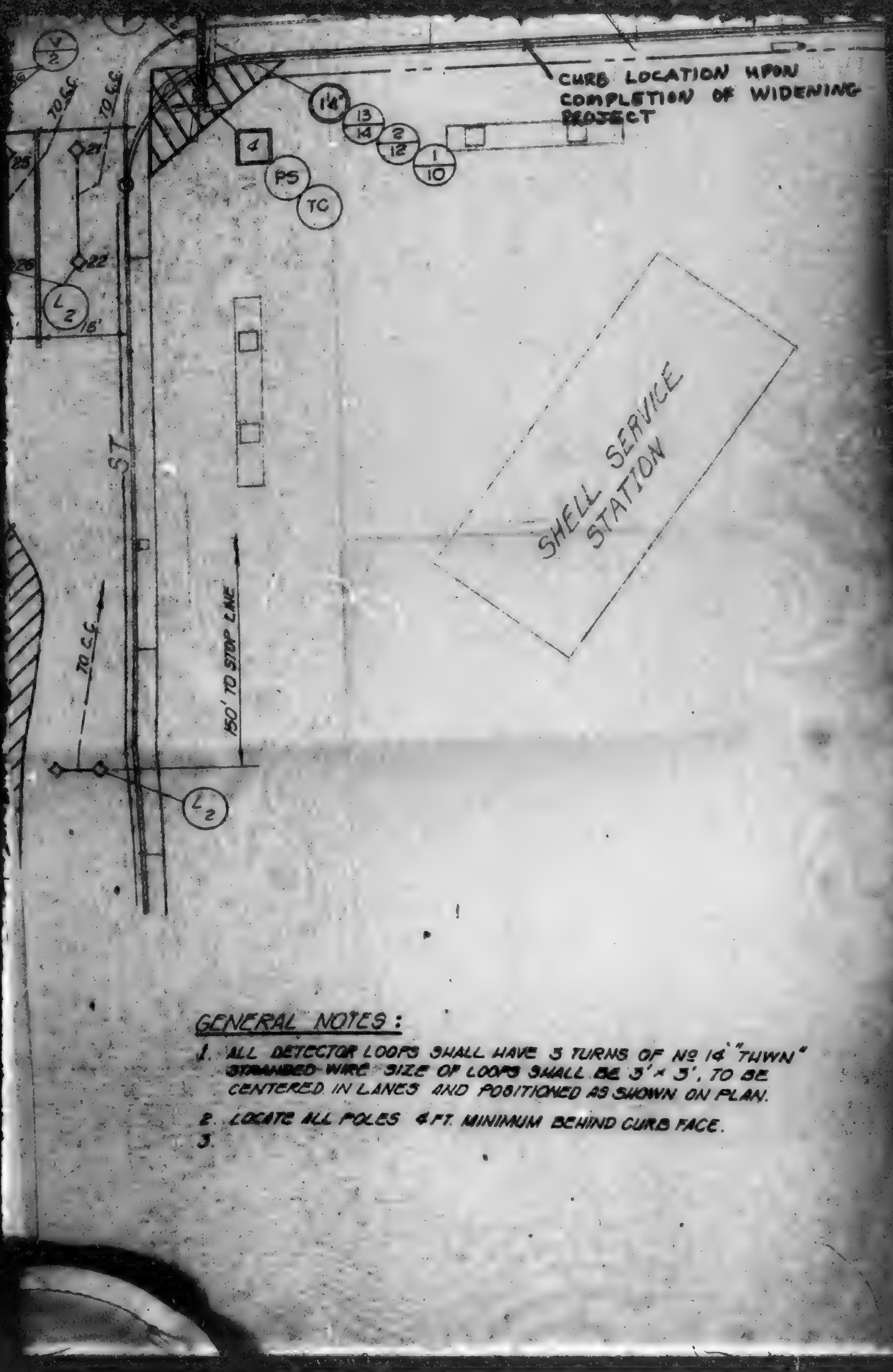

EN BLVD.
S. W. LOMBARD ST.
TC
PS
L2
L3
L1
V/1
V/2
V/3
MA/32
OS/5L
TO C.C.
1¼"
1/10
10/4
ATION
18" 6


PG
TC
15'
S. W. LOMBARD ST.


NATION
', 12" 8
1
1
3
2
2
4
PLIFIER PHASE
REQUIRED)
FUTURE
TROL CABINET
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

LOOP DETECTOR WIRING

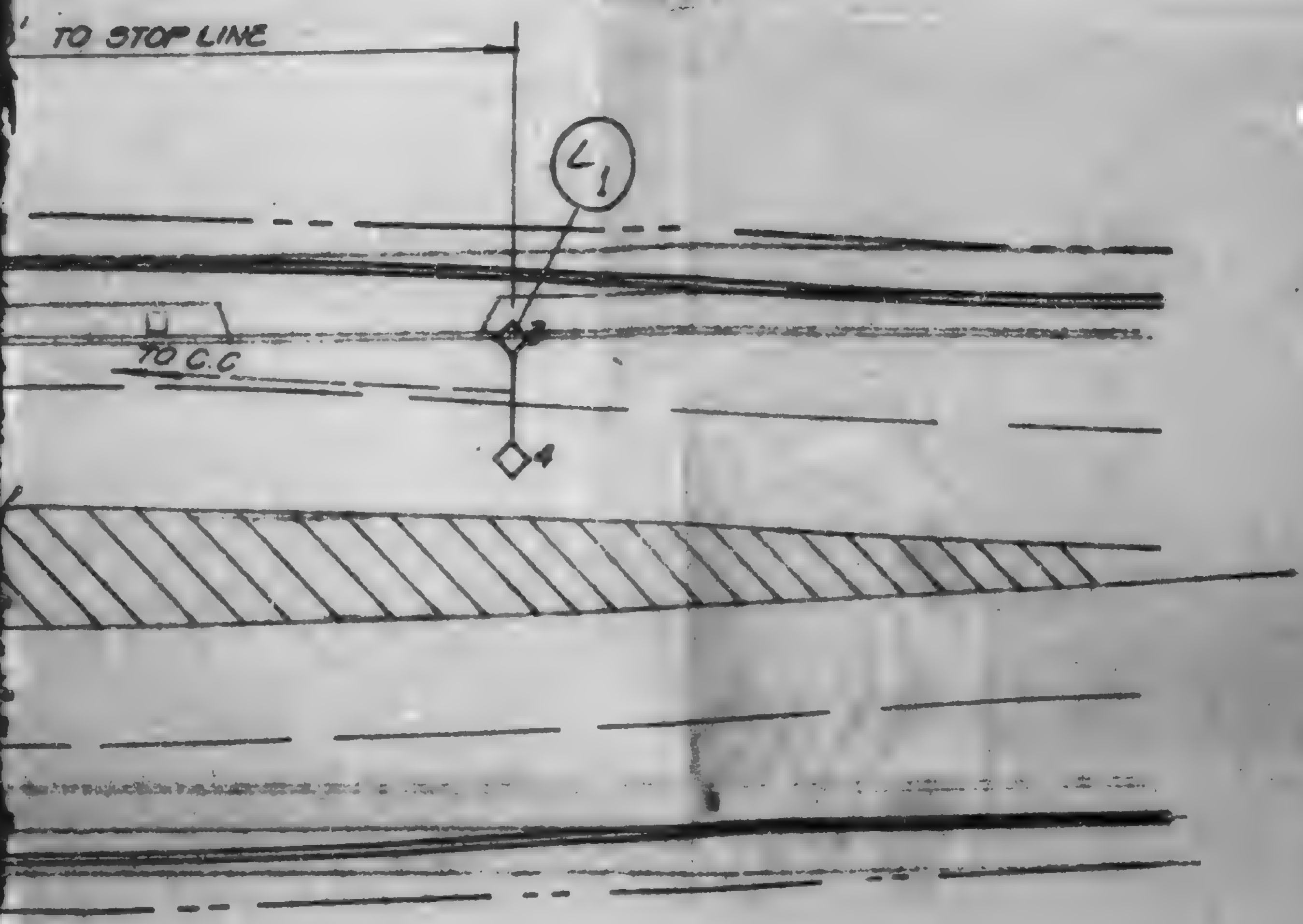

ACQUIRE ROW FOR SIGNAL POLES
EXISTING CURB
CURB LOCATION UPON COMPLETION OF WIDENING PROJECT
SHELL SERVICE STATION
150' TO STOP LINE
TO C.C.
ST
TC
PS
C.C.
1
4
MA 32
V 1
V 2
OS 5L
L1
L2
L3
1/10
2/12
16/14
13/14
1 1/4"
2"
11'
10'
20'
15'


V
2
TO C.C.
TO C.C.
25
21
26
22
L2'
15'
4
PS
TC
1¼'
13
14
2
12
1
10
CURB LOCATION UPON COMPLETION OF WIDENING PROJECT
ST
SHELL SERVICE STATION
TO C.C.
150' TO STOP LINE
L2

GENERAL NOTES:

1. ALL DETECTOR LOOPS SHALL HAVE 3 TURNS OF Nº 14 "THWN" STRANDED WIRE. SIZE OF LOOPS SHALL BE 3' × 3', TO BE CENTERED IN LANES AND POSITIONED AS SHOWN ON PLAN.
2. LOCATE ALL POLES 4 FT. MINIMUM BEHIND CURB FACE.
3.

SCALE: 1" = 20'



:

ALL PHASE (P) VEHICLE SIGNAL. (P - PHASE SHOWN ON PLAN.)
ALL TERMINAL CABINET.
ALL TYPE "C" PEDESTRIAN SIGNAL.
TING POWER POLE. (POWER SOURCE)
ALL METER SERVICE AS PER UTILITY COMPANY REQUIREMENTS.
TALL CABINET WITH 30 AMPERE BREAKER.
TALL 4-PHASE, FULL ACTUATED CONTROL IN TYPE "M" CABINET.
TALL (3") GALV. RIGID CONDUIT. (3" = SIZE SHOWN ON PLAN)
TALL SIGNAL MAST ARM POLE Nº (N). (N = Nº SHOWN ON PLAN)

## END:

INSTALL PHASE (P) VEHICLE SIGNAL. (P-PHASE SHOWN ON PLAN.)

INSTALL TERMINAL CABINET.

INSTALL TYPE "C" PEDESTRIAN SIGNAL.

EXISTING POWER POLE. (POWER SOURCE)

INSTALL METER SERVICE AS PER UTILITY COMPANY REQUIREMENTS.

INSTALL CABINET WITH 30 AMPERE BREAKER.

INSTALL 4-PHASE, FULL ACTUATED CONTROL IN TYPE "M" CABINET.

INSTALL (S") GALV. RIGID CONDUIT. (S" = SIZE SHOWN ON PLAN)

INSTALL SIGNAL MAST ARM POLE Nº (N). (N = Nº SHOWN ON PLAN)

INSTALL (L') FOOT SIGNAL MAST ARM. (L = LENGTH SHOWN ON PLAN)

NSTALL (P) PHASE LOOP DECTECTOR. (P = PHASE SHOWN ON PLAN)

INSTALL (N) Nº (S") TYPE "THWN" WIRE. (N & S ARE NUMBER & SIZE RESPECTIVELY AS SHOWN ON PLAN)

NSTALL 2-Nº 8 TYPE TW WIRE.

NSTALL INTERIOR ILLUMINATED LEFT ARROW "ONLY" SIGN.

# PRELIMINARY ONLY

REVISIONS

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

CITY OF BEAVERTON
DEPARTMENT OF PUBLIC WORKS

S.W. ALLEN BOULEVARD &
S.W. LOMBARD AVENUE
TRAFFIC SIGNAL INSTALLATION

| | | | |
|---|---|---|---|
| DRAWN M.L.T. | DATE | JOB NO. | |
| CHECKED L.D.M. | DATE | SHEET | OF |
| APPROVED | DATE | | |

8752 Pacific Hwy. W.-SW 3rd St. 197
(Sherwood) Sec.
(Grading, paving, sigs & bikeway)

CCA 6007 1-13-77

P.E. no Cost to
County

1, 8752 P

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 8-10-81 | CC-81-38 | | 534-1018-297 |

BILL TO: Code:

Washington County Board of Commissioners
150 N. First
Hillsboro, Oregon 97123
Attn: Mr. Larry Rice-Director of Public Works

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: Pacific Highway W. - S.W. 3rd Street (Sherwood) - Sherwood Blvd., FAS-A671<br>This is an FAS-C Project No. RS-A671(1) | | | |
| County's Advance Deposit | | | $111,950.00 |
| County's Share of Project Costs | | | 108,525.70 |
| REFUND DUE COUNTY | | | $ 3,424.30 |
| (Please send copy of Itemized Statement with Billing) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 111,950.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 81,200.00 |
| Balance | $ 30,750.00 |
| Transfer to Highway Fund | $ 27,325.70 |
| Refund Due | $ 3,424.30 |
| Partial or final request for billing | FINAL |
| Number of the previous request in connection with this service. | CC 1843 |

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved: ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 8-10-81

COUNTY WASHINGTON **Contract No.** 8752 **Date Completed** 8-7-79

**PROJECT #** RS-A671(1) **Section** Pacific Hwy. W - 3rd Street Section (Sherwood)

**PAYMENTS TO CONTRACTOR**

| | ITEM | TOTAL COST |
|---|---|---|
| Payment to Contractor | (Federal Participation) | $562,124.37 |
| Striping - State | | 1,786.92 |
| Signing - State | | 1,177.91 |
| Engineering | | 84,684.58 |
| Equal Opportunity | | 166.01 |
| TOTAL | (Federal Participation) | $649.939.79 |
| Mail Boxes | (Non Participation) | $ 1,309.76 |
| 2 Coop Leads | | 417.00 |
| Less 3 M.V. Lamps | | - 293.00 |
| Pedestrian Signals | | 14,572.00 |
| Traffic Signals | | 27,434.00 |
| Signal Controller | | 11,585.64 |
| Controller Testing | | 860.00 |
| Opticom Pre-Emption | | 5,625.39 |
| Time Extension | | 750.00 |
| Engineering | | 238.38 |
| TOTAL | (Non Participation) | $ 62,499.17 |

Federal Funds Collected $557,648.34

County's Share of Costs are as follows:

1/2 ($649,939.79 - $557,648.34 + $238.38) + $62,260.79 = $108,525.70

| | |
|---|---|
| County's Advance Deposit | $111,950.00 |
| County's Share of Project Costs | 108,525.70 |
| REFUND DUE COUNTY | $ 3,424.30 |

**Reference:** **Billing Form** CC 81-38

FORM 734-1745

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Pacific Highway W.-S.W. 3rd St. (Sherwood) <br> FAS A671, Sherwood Blvd., Washington County | | | | | |
| | Preliminary Engineering <br> Type Code P.E. | | | | | |
| | State | All | Required | | $ 38,570.97 | State |
| | Construction <br> Type Code 6201 <br> Roadway (Sta. 30+00 To Sta. 59+20) | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | 562,124.31 | |
| SFO | #3 Temporary & Permanent Striping | | | | 1,786.92 | |
| SFO | #6 Signs & Posts for Signing | | | | 1,177.97 | |
| | Total Participating Construction Cost | | | | $565,089.20 | |
| | Construction Engineering | | | | | |
| | State | All | Required | | 84,684.58 | |
| | Total Participating Construction Engineering | | | | $ 84,684.58 | |
| | Misc. Project Costs | | | | | |
| | Equal Opportunity Program Expense | All | Required | | 166.01 | |
| | Total Participating Costs | | | | $688,510.76 | |
| | Nonparticipating Items | | | | | |
| | Preliminary Engineering | All | Required | | 11.23 | State |
| | Final Contract Payment Summary | Lump | Sum | | 43,439.76 | |
| | ~~Liquidated Damages~~ time extension <br> [illegible] | All | Required | | 750.00 | |
| SFO | #7 Install Opticom Pre-emption | | | | 5,625.39 | |
| | Construction Engineering | All | Required | | 215.30 | |
| SFO | #2 State Furnished Traffic Signal Controller | All | Required | | 11,595.64 | |
| SFO | #1 Signal Controller Testing | All | Required | | 850.00 | |
| | Total Nonparticipating Cost | | | | $ 62,487.32 | |
| | Total Project Cost | | | | $750,998.08 | |
| | Prepared based on Participating costs as shown on Federal Billing as of 3/12/81 | | | | | 62,487.32 <br> 11.23 <br> 62,476.09 |
| | AMOUNT CARRIED FORWARD | | | | | |

GPO 944 893

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

| | |
|---|---|
| STATE<br>Oregon | FEDERAL AID PROJECT NO.<br>pd RS-A671(1) |
| PROGRAM APPROVED | VOUCHER PERIOD<br>From: 11-1-76 To: 7-24-80 |

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $750,996.08 | $688,510.76 | 85.80% | $590,742.23 | $590,742.23 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | Oregon |
| PASSED FOR PAYMENT | | 8/28/81 |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. Skoog, Controller | |

0.00

$38,570.97
11.23
39,582.20
455
$33,103.52

590,742.23
33,103.52
557,638.71

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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. TO DATE JOB COST SUMMARY                                                      JUNE 1981          PAGE  3

                                                                                  FISCAL           GRAND T
:IPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO D

)000004                      CONT NO 8752   FA PROJ NOS RS  671001  99                            RS  6710
                                  534    1018     201     00 P 1                  42,130.00CR       533,54
                                  534    1018     201     00 P 8                                     29,33
                                  534    1018     201     00 N 1                  42,130.00          43,43
                                  534    1018     203     00 P 1                                        75
                                  534    1018     203     00 N 1                                         7
                                  534    1018     208     00 N 1                                         2
                                  534    1018     210     02 P 1                  11,568.04CR
                                  534    1018     210     02 N 1                  11,585.64          11,58
                                  534    1018     270     02 P 1                      17.60CR
                                  534    1018     270     03 P 1                                      1,78
                                  534    1018     270     05 P 1                                      1,17
                                  534    1018     270     07 N 1                                      5,62
                                  534    1018     296     00 N 9                  46,462.10         638,84
                                  534    1018     297     00 N 9                                     81,20
                                  534    1018     298     00 N 9                  46,462.10CR       557,64
                                  534    1018     900     00 P 1                     148.86          83,27
                                  534    1018     900     00 P 8                        .11             23
                                  534    1018     900     00 N 1       3.75CR          1.15CR           21
                                  534    1018     900     00 N 8                        .03
                                  534    1018     900     01 P 1                     858.40CR
                                  534    1018     900     01 P 8                       1.60CR
                                  534    1018     900     01 N 1                     858.40             85
                                  534    1018     900     01 N 8                       1.60
                                  534    1018     900     02 P 1                                        10
                                  534    1018     920     00 P 1                                         1
                                  534    1018     927     00 N 1                                         1
                                  534    1018     928     00 N 1                                         1
                                  534    1018     928     00 N 8
                                  534    1018     948     00 N 1        .68           24.20              2
                                  534    1018     950     00 P 1                                      1,05
                                  534    1018     950     00 P 8
                                  534    1018     985     00 P 1                                        16
                                  534    1018     985     00 P 8
                                                  TOT        P1                   54,425.18CR       620,36
                                                  TOT        P8                        1.49CR        29,57
                                                  TOT        N1        3.07CR     54,597.09          62,49
                                                  TOT        N8                        1.63
                                              ** JOB TOTALS **         3.07CR**      172.05   **    712,43

/ HWY-S NECTARINE            CONT NO 8774 = FA PROJ NOS RS  678001 T00 RSG 678001
                                  534    1023     201     00 P 1                                    427,80
                                  534    1023     201     00 N 1                                        45
                                  534    1023     203     00 P 1                                     10,60
                                  534    1023     203     00 N 1                                      7,20
                                  534    1023     206     00 N 1
                                  534    1023     270     01 P 1                                      2,16
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                                                          JUNE 1981          PAGE  329

                                                            FISCAL           GRAND TOTAL        ACTIVE YRS
REFIX        FUNCTION   GR  CURRENT MONTH              YEAR TO DATE           TO DATE           BEG    END

8752   FA PROJ NOS RS   671001  99                                         RS  671001  01 STATE
  1018        201       00 P 1                          42,130.00CR          533,541.85          78     81
  1018        201       00 P 8                                                29,332.52          79     79
  1018        201       00 N 1                          42,130.00             43,439.76          79     81
  1018        203       00 P 1                                                   750.00CR        79     79
  1018        203       00 N 1                                                   750.00          79     79
  1018        208       00 N 1                                                    27.59CR        80     80
  1018        210       02 P 1                          11,568.04CR                              78     81
  1018        210       02 N 1                          11,585.64             11,585.64          81     81
  1018        270       02 P 1                              17.60CR                              79     81
  1018        270       03 P 1                                                 1,786.92          79     79
  1018        270       05 P 1                                                 1,177.91          79     80
  1018        270       07 N 1                                                 5,625.39          79     80
  1018        296       00 N 9                          46,462.10            638,848.34CR        78     81
  1018        297       00 N 9                                                81,200.00          78     78
  1018        298       00 N 9                          46,462.10CR          557,648.34          78     81
  1018        900       00 P 1                             148.86             83,277.11          78     81
  1018        900       00 P 8                                .11                235.94          79     80
  1018        900       00 N 1      3.75CR                   1.15CR              213.49          78     81
  1018        900       00 N 8                                .03                   .69          79     81
  1018        900       01 P 1                             858.40CR                              79     81
  1018        900       01 P 8                               1.60CR                              79     81
  1018        900       01 N 1                             858.40                858.40          81     81
  1018        900       01 N 8                               1.60                  1.60          81     81
  1018        900       02 P 1                                                   101.42          79     79
  1018        920       00 P 1                                                    12.49          78     78
  1018        927       00 N 1                                                    13.44          78     78
  1018        928       00 N 1                                                    14.07          79     80
  1018        928       00 N 8                                                      .08          80     80
  1018        948       00 N 1       .68                    24.20                 24.20          81     81
  1018        950       00 P 1                                                 1,054.40          78     79
  1018        950       00 P 8                                                     3.22          79     79
  1018        985       00 P 1                                                   164.89          78     79
  1018        985       00 P 8                                                     1.12          79     79
              TOT       P1                              54,425.18CR          620,366.99
              TOT       P8                                   1.49CR           29,572.80
              TOT       N1          3.07CR              54,597.09             62,496.80
              TOT       N8                                   1.63                  2.37
          ** JOB TOTALS **          3.07CR**               172.05   **       712,438.96   **

8774 = FA PROJ NOS RS  678001 100 RSG 678001                                               STATE
  1023        201       00 P 1                                               427,801.52          78     80
  1023        201       00 N 1                                                   450.00          78     79
  1023        203       00 P 1                                                10,600.00CR        79     79
  1023        203       00 N 1                                                 7,200.00          80     80
  1023        206       00 N 1                                                    98.76          80     80
  1023        270       01 P 1                                                 2,166.55          79     80
```

#8752 8-27-80 L

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)*

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-A671(1)
2. COUNTY Washington
3. STATE Oregon 8752

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work done on this project included (1) construction of roadbed grading, cement treated base, and asphaltic concrete pavement, (2) construction of storm sewer, (3) construction of concrete curbs, sidewalks, and bikeway, (4) installation of traffic signals, and (5) performance of such additional and incidental work as is called for by the Specifications and Plans. All work was completed August 7, 1979 on the pacific Highway W-SW 3rd St. Section of Rock Creek Rd. and N. Sherwood Blvd. in Sherwood.

5. CONTRACTOR'S NAME Cascade Construction Company, Inc.
6. CONTRACT AMOUNT $ 647,384.40

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

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9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 40 feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 6201 | 0.932 | 40 | | |

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY William H. Kappus, Area Engineer
11. DATE OF INSPECTION 2-19-80
12. IN COMPANY WITH T. Milburn, T. Litchfield, P. Stearns, W. Mueller, & D. Weaver

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE William H. Kappus
William H. Kappus
14. TITLE Area Engineer
15. DATE 8/26/80

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE G. K. Hossner
Glenn K. Hossner
17. TITLE Field Operations Engineer
18. DATE 8/27/80

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8752

4

May 1, 1980

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 3
#8752

Gentlemen:

On March 4, 1980, we wrote to you concerning release of final payment on Contract No. 8752 awarded to Cascade Construction Co., Inc. for work on the Pacific Highway West-S.W. 3rd Street (Sherwood) Section on Rock Creek Road and North Sherwood Boulevard in Washington County.

The total contract amount is $606,314.13. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Rager, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8752

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8752

TO: Memo to File

DATE: October 22, 1979

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Pacific Hwy. W.-S.W. 3rd St. (Sherwood)
Contract No. 8752
RS A 671(1)

Cascade Construction Company, Inc., has requested an 83 calendar day time extension for Phase "B" to eliminate all liquidated damages on this project. The contractor bases his request on unspecified delays due to utility relocation work and a shortage of cement.

Contract times and dates are:

| | | |
|---|---|---|
| Contract Awarded | | June 20, 1978 |
| Work Started | | July 26, 1978 |
| Specified Completion | | |
| | Phase "A" | 125 calendar days |
| | Phase "B" | 320 calendar days |
| Actual Completion | | |
| | Phase "A" | 125 calendar days |
| | Phase "B" | 403 calendar days |

A review of this project indicates that the contractor was delayed as a result of slow utility adjustments by General Telephone Company; a cement shortage; and extra work required by Price Agreements 8 and 9. All original contract work was substantially complete on May 22. Work after that date consisted of Price Agreement 8 (Extra Signal Loops), Price Agreement 9 (Curbs Around Islands), and two days of minor signal work which could not be completed prior to Price Agreement 8. The contractor was delayed 78 calendar days due to this extra work and these days should be returned to him.

General Telephone Company did not perform their relocation work as expected or as promised. Delays due to their slow performance occurred from September through March and are estimated to have resulted in a delay of at least 37 calendar days. The contractor is entitled to these days.

The cement shortage was concurrent with the utility delays and no additional time is warranted.

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In summary, the contractor should be granted an extension of 78 calendar days due to extra work and 5 calendar days due to utility delays. This will eliminate all liquidated damages on this project.

This is a Federal Aid Secondary project and FHWA concurrence is not required. The 5 calendar day extension granted due to utility delays is Federal Aid non-participating.

OBJ/db

cc: H. S. Coulter
C. O. Fredrickson
Warren Mueller
FHWA (Kappes)
Bob Church
Don Bedford

VICTOR ATIYEH
GOVERNOR

8752

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 22, 1979

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

Re: Time Extension Request
Pacific Hwy. W.-S.W. 3rd St.(Sherwood)
Contract No. 8752

Your request for additional contract time on the above project has been carefully considered. An extension of 83 calendar days for Phase "B" is hereby granted due to extra work and utility delays. This will eliminate all liquidated damages on this project.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ/db

cc: H. S. Coulter ✓
C. O. Fredrickson
Warren Mueller
Bob Church

RECEIVED
STATE HWY ENGR
OCT 24 '79
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FOR
Info Inves R/D D/R Sign Act File

8752

Sherwood

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Lou
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Prepare Ltr of acknowledgement
Don

I-W

~~PACIFIC HWY. WEST~~ - S.W. 3rd ST. (SHERWOOD)
WASHINGTON COUNTY CONTRACT # 8752
JOB NARRATIVE

A preconstruction conference was held June 28, 1978 at the Sherwood City Hall. The telephone, electric power, gas, and the City water and sewer companies were represented.

Conflicts which would affect the project were pointed out.

Telephone and Power lines are located on opposite sides of the street. The telephone line is on the left side from 3rd st. to 10th st., where it crosses the street to the right side. The poles will be in the way for stage construction.

GTE plans to install underground cable vaults to remove the overhead lines and underground cable from the left side of the street by the 1st of July 1978.

The contract calls for a stage detour on the left side of the street. This stage cannot be started until the telephone lines are removed and the underground cable is removed from service.

Portland General Electric will move their poles to the right of way line as soon as possible. Their lines were moved by August 1, 1978.

The Gas company has lines in the street but they would have only minor adjustment of valve boxes. The contractor will be careful not to disturb the Gas lines when laying storm sewer lines.

The City will adjust their lines when the contractor determines that they need relocation. Fire hydrants will be relocated as fast as City crews can do the work. The City could see no problems.

The City has a 12-inch water main which is very close to the surface

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between the two schools, and the contractor is to pour a concrete slab over it where it is uncovered, and leave it in the road bed.

The contractor planned to begin construction about the 1st of July after the utilities had been relocated.

The PGE line crew promptly moved in and relocated the main line poles. Several service drops across the street were attached to GTE poles.

On May 30, 1978, on an inspection of the project I found a contractor excavating for GTE's underground conduit and vault line in the middle of the street starting at 3rd St. and going north. I questioned the contractor and found that GTE had submitted to Washington County a plan and had a permit to place their new line in the same location as our storm sewer. I stopped the operation, and then discussed with Region and Washington County where the line could be placed. The only logical place was under the bikeway on the right side of the street. After much discussion, it was agreed that GTE would move to the bikeway location.

The GTE contractor was excavating and backfilling the roadway each night and flagging traffic through the project.

The Contractor (Cascade Construction Co.) suggested that they could construct the storm sewer in the same way and thus eliminate Stage I. This would allow them to start construction with GTE facilities in place.

On July 27, 1978, the contractor started construction with the installation of the temporary construction signing. It had been noted that our plans called Edy Road Rock Creek Road, and that all of the county road signs also called the road Edy Road. I therefore instructed the contractor to have the correct name placed on the signs at the time they were made, at no additional cost to the state.

The work started with the construction of the outfall line from Sherwood Blvd. westward toward an existing manhole. There is a 25-ft. strip of land between the end of the pipeline and the manhole that the City has been unable to obtain an easement for. It was planned that we would construct the flow line of the storm sewer to intercept the existing manhole, but the City was unable to get the easement so they constructed a grid over the end of the pipe to prevent small children from entering it.

Starting at the outfall manhole, the storm sewer line was laid up grade to the north and south with a laser grading instrument.

While the storm sewer was being laid, the large water line was uncovered and crossed under with laterals. It was found to be deeper than previously estimated and it did not require covering with the concrete slab.

The excavation for the storm sewer was backfilled each night, leaving the street open for two-way traffic. During the day, one-way traffic was maintained with signs and flagmen. No traffic problems occurred, and the Tri-met buses maintained their schedule through the area.

Stage Construction called for a detour on the left side of the street, using the sidewalk area as part of the roadway. C.T.B. would be placed to center line and aggregate base placed in the sidewalk area. GTE's main underground cable was buried on the left side and could not be abandoned until the new cable was placed and hooked up in the new conduit line.

The Contractor proposed that he construct a temporary detour on the right so that the left side could be built wide enough to carry traffic from 3rd to Glen Eagle. Then he would switch the pattern on the end from 10th to Six Corners, leaving the section between 10th and Glen Eagle to the last. This area would be excavated under traffic and based out with ATB in place of CTB, thus avoiding the week's delay before usage.

CTB, curb, and sidewalk construction were slow, as Portland Cement was in short supply. The Contractor was allocated two loads of cement every two days; the Concrete Subcontractor was allowed 18 to 24 cubic yards of ready mix a day. By using a small crew, the operation slowly moved from 3rd St. to Six Corners.

While construction was in progress, many changes occurred. During the location phase of the project, the existing driveways had been recorded but many properties changed hands and new plans had been made. These new plans required additional driveways.

The City forces would install new water connections to service the property, and fortunately traffic was being carried on the CTB. This cross pipe construction did not affect the completed surface. I requested that after backfilling the trench, that the City forces or utility crew backfill the CTB area with AC or concrete. This made a stable surface for traffic and for future paving.

Traffic was carried on the CTB surface through the winter of 1978-79 with some raveling of the surface, which was patched with AC. Winter rains and melting snow caused some problems with drainage since the catch basin tops were above the surface of the CTB. Weep holes had been left in the catch basins but at times were not adequate.

The plans called for a sidewalk and curb ending at the north side of 3rd St. This was found to be unpractical, as water draining south was flowing into the GTE office parking lot. The City asked us to construct a driveway across the area and connect it to the existing sidewalk.

Due to change in grade and the construction of driveways, several problems occurred which required extensive reconstruction of private drives to permit vehicles to safely move and park.

One driveway was about 8 feet below the street level, and the property owner had a 22-foot travel trailer which was parked on this area below the new street level. I took measurements of his trailer and towing vehicle. By constructing a model, we were able to design a vertical curve to fit. We had the Contractor place the rock and then the property owner tried to pull his trailer out into the street. He had several inches to spare as he crossed the concrete driveway. When the area was passed there was no problem with the trailer.

One Friday the GTE crews informed us that on Monday we would be able to work on the left side of the street to construct sidewalks. Their crews worked all weekend switching from the old underground and overhead cable to the new lines. Phones were cut off and tied in but they would not work. When checks were made it was discovered that one manhole had a piece of equipment missing. It was on order but it had not been delivered. So the crews were still hooking back to the old lines Monday. The Contractor was again told he could not work in the area.

In the spring of 1979 the area between Glen Eagle and 10th St. was excavated, ATB paved; then the street was paved.

Sidewalks and bike paths slowly were completed with concrete still in short supply.

The electrical contractors installed pole bases and erected signal poles at the school crossing. The signal was turned on May 2, 1979.

While we were installing the signal system the City asked if the Mercury-vapor lamps could be changed to L.P. Sodium, since they have a contract with PGE to install and maintain street lights for the area.

My suggestion to delete the MV lamps from our contract and have PGE install the LPS was met with favor by the City. They called PGE. The person they were dealing with said that PGE policy did not allow them to install lights or maintain them on poles other than company poles. This seemed strange to me, so I called the PGE area engineer, Lee Hall. I pointed out to him the various places where I knew PGE was maintaining lights on poles other than PGE. He then discussed the problem with their maintainence people and an agreement was made to install LPS lamps on the signal pole arms.

The design called for aggregate shoulders around the two islands at Six Corners. Traffic began running on these shoulders and cutting corners. Soon the entire intersection was covered with loose rock. I met with the City & District Engineer and it was suggested that we install curbs around the islands.

The island curbing has made a better intersection. With the removal of the loose rock, the signal contractor was able to construct the Detector loops.

Although the contractor has completed his work, we are not able to turn on the signals, as the Fire Department wants Opticom equipment and has agreed to pay the added cost. This equipment will be available in September, at which time state crews will install and activate the signals at Six Corners. Some of the people have wondered why we need to turn them on when the system is working so well without them.

In conclusion, the project, which seemed to be fairly simple in the beginning, turned out to be quite difficult due to constant conflicts with the Telephone company. There seemed to be no way to get them to move to a speedy conclusion of their work. With all of the delays, a satisfactory project has been completed.

A considerable saving has been made by eliminating the temporary base and surfacing. I believe that the contractors should be given the option to change stage construction if through doing this they and the state are able to save funds.

Warren E. Mueller

Warren E. Mueller
Resident Engineer

Pacific Hwy. W. - S.W. 2nd St. ([illegible])
Pref No: 534-1018 Contract No. 7[illegible]
Resident Engineer: Warren E. Mueller

## TRAFFIC SAFETY REPORT

The plans for stage construction show permenantly mounted signing which the contractor installed as per plan.

Due to the belated adjustment of facilities by General Telephone of the Northwest the plan stage construction was altered, or eliminated, to work around the existing telephone facilities. The contractor used temporary signing and flagmen to safely control and reroute the traffic through the construction area.

These changes in stage construction effected a savings in flagging time as well as the safe conduction of the construction project.

Warren E Mueller

## STATEMENT OF OVERRUNS AND UNDERRUNS

| | | | |
|---|---|---|---|
| Section: | Pac. Hwy. W. - S.W. 3rd St. (Sherwood) | Contract No. 8752 |
| Highway: | Sherwood Blvd. FAS A670, A671 | Prefix No. 534-1018 |
| County: | Washington | F.A.P. No. RS A671(1) |

| Item | Contract Amount | Semi-final Amount | % (+ or -) |
|---|---|---|---|
| Bid Items | $647,384.40 | $574,609.21 | -11.2 |
| Anticipated Items | 18,440.00 | 17,850.79 | - 3.2 |
| Contingencies | 29,962.10 | 35,695.00 | +19.1 |
| Engineering | 59,924.20 | 82,500.00 | +37.7 |
| Liquidated Damages | | -12,450.00 | |
| Total | $755,710.70 | $698,205.00 | - 7.6 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

| NO. | ITEM | CONTRACT QUANTITY | FINAL QUANTITY | % (+or-) |
|---|---|---|---|---|
| 10. | General Excavation<br>This item underrun because a portion of the existing pavement was used instead of Aggregate Base and not removed as anticipated. | 7,760 cu.yd. | 6,962 cu.yd. | - 10 |
| 15. | Aggregate Base<br>This item underrun because some of the existing pavement and Class "B" AC was in stage construction instead of Base Rock. | 4,045 ton | 1,735 ton | - 57 |
| 16. | Cement Treated Base<br>Class "B" AC was substituted for C.T.B. in stage construction between 10th and Glen Eagle causing this item to underrun. | 9,550 ton | 6,407 ton | - 33 |
| 17. | Portland Cement in C.T.B.<br>Cement Treated Base underrun causing this item to underrun. | 525 ton | 253 ton | - 52 |
| 19. | Class "B" AC Mixture<br>Class "B" AC was substuted for C.T.B. and Aggregate Base on some of the stage construction causing this item to overrun. | 5,125 ton | 6,344 ton | + 24 |
| 20. | Asphalt Cement in Mixture<br>Class "B" AC overrun causing this item to overrun. | 330 ton | 470 ton | + 42 |
| 21. | Water Pipe Protection<br>This item was not required because the pipe was deeper than anticipated. | 185 cu.yd. | 0 | - 100 |
| 31. | Concrete Walks<br>During the construction of project, the city found that new driveways not shown on plans were required and constructed at the city's request causing this item to underrun. | 5,130 sq.yd. | 4,071 sq.yd. | - 21 |
| 32. | Concrete Driveways<br>Additional Driveways were requested by the city during construction causing this item to overrun. | 580 sq.yd. | 796 sq.yd. | + 37 |

-6752

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAC.HWY.W. - S.W. 3rd ST. (SHERWOOD)

WEEK ENDING: 8/11/79

SECTION PREFIX: 534-1018

HIGHWAY: FAS A670, A671

COUNTY: WASHINGTON

NAME OF JOB: (SHERWOOD) PACIFIC HWY. W. - S.W. 3rd ST.

KIND OF WORK: GRADING, PAVING, SIGNALS, BIKEWAY

CONTRACTOR: CASCADE CONSTRUCTION CO.

CONTRACT NUMBER: 8752

FEDERAL AID PROJECT NUMBER: RS A671(1)

DATE OF CONTRACT: 6/20/78

DATE WORK STARTED: 7/28/78

ESTIMATED COMPLETION DATE: 7/31/79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 4 SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 125/320

WORK DAYS USED

CALENDAR DAYS USED 125/403

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100/126

PROJECT AUTHORIZATION: $ 755,710.70

EXCLUSIVE OF ENGINEERING: $ 695,786.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 695,786.50

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %

ENGINEERING AUTHORIZATION $ 59,924.20

ENGINEERING COST TO DATE $ 72,000.00

PERCENT OF AUTHORIZATION 120 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: AUGUST 7, 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | ---------- | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | .93 | .93 | ---------- | ---------- | .93 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | .93 | .93 | | | .93 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 7760 cu.yd. | 9550 ton | | | 5125 ton |
| TOTAL QUANTITIES CORRECTED TO DATE | 6735 | 6400 | | | 8730 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6735 | 6400 | | | 8730 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

CONCRETE SAW

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 5 | Clear | 401 | | |
| MONDAY | 6 | " | 402 | | |
| TUESDAY | 7 | " | 403 | | PROJECT COMPLETE |
| WEDNESDA | | | | | |
| THURSDAY | | | | | |
| FRIDAY | | | | | |

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CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | CUT PAVEMENT FOR TRAFFIC DETECTOR LOOPS |
| TUESDAY | INSTALLED LOOPS<br>PROJECT COMPLETE |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

JOB COMPLETE

SIGNED Warren E Mueller LOCATION

WARREN E. MUELLER, RES. ENGINEER, SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8752

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

7-3-79

| | | |
|---|---|---|
| FROM:<br>G. L. Green, Division Administrator | PROGRAM NO.<br><br>ITEM NO.<br>70318 | FEDERAL AID PROJECT NO.<br>RS-A 671(1)<br>STATE PROJECT NO.<br>See below<br>COUNTY NAME<br>Washington<br>PROGRAM STAGE (Check)<br>☐ 1. ☐ 2. |

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>11-1-76 | DATE AUTHORIZATION EFFECTIVE<br>5-29-79 | FEDERAL ROUTE NUMBER<br>Secondary A671<br>STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:

Pacific Highway West - 3rd St.(Sherwood) Section

GENERAL DESCRIPTION OF WORK:

Install 20 ft. luminaire arm and revise service.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5-29-79, as requested in Mr. Keasey's letter of 6-21-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $1,000 Federal funds $858.

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|---|---|---|
| DATE<br>7-3-79 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hossner | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8752

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[illegible] 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 6, 1979
Salem, Oregon

FILE:

**ORIGINAL SIGNED BY**
**C. O. FREDRICKSON**

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Construction Engineering Costs

TO: C. T. Keasey
ASST. STATE HIGHWAY ENGINEER

Engineering charges for supervision and inspection of projects within this Region are high and will continue to be high until certain projects within the Region are completed. The charges which are overrunning the most are those for the inspection of the painting projects in Astoria, which do not allow much flexibility. When the painters are working, there will be inspectors on those projects unless the Region receives instructions to the contrary. There is, unfortunately, no other way to provide assurance that we are obtaining the specified results. This applies to contract nos. 8470, 8668, and 8669. The other two bridge contracts, contract nos. 8651 and 8726, have not progressed at a satisfactory rate and have required undue amounts of inspection time.

Other projects, with two exceptions, do not appear to be doing badly so far as engineering charges are concerned. Contract no. 8767 took a beating when we we required to send crews to the project on per diem for extended periods of time to respond to pressure from the contractor. We could have refused to do this, but I doubt that our refusal would have been upheld by your office. Contract nos. 8788 and 8752 were held up by weather and utility conflicts and reflect the additional time involved.

I do not expect the engineering cost picture to change for the better until we are finished with these jobs. We will continue to be plaqued with a lack of experienced help and will only be able to obtain increased efficiency if we can train and retain our field personnel.

COF/rgl

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
MAR - 7 '79
REFER TO

FOR

| Info | Instrs | P/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8752

**REVISED**

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Pacific Hwy. West-Third St. (Sherwood)

Highway: F.A.S. A671

County: Washington

Prefix: 534-1928

Res. Engr. [redacted] W. E. Mueller

Date July 25, 1978

Ten Year Traffic Coefficient 7.0

18 kip s.a. per day 32.8

R value 10

Frost Penetration - - - -

CBE Total Requirement 22.5"

STRUCTURAL SECTION
NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 2.0" | A.C. (Cl. B) | 4.0 |
| 9.0" | P.M.B.B. | 16.0 |
| 12.5" | | 23.0" |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | = 2.0" Aggregate Base |
| 1.0" | Cement Treated Base | = 1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = 1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | = 1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | = 1.5" Aggregate Base |
| 1.0" | Oil Mat | = 1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | = 1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | = 0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ OPE ☐
JUL 26 1978
M
File: PM FA
LG OP
TAA ________

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

8752

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention of Mr. John Crockett
Dir. of Public Works

Request No. (assigned by staff engineer or head of section) CC 1843

Date July 5, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit Construction $108,200

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | 27,000 | |
| | | To be transferred to State Highway funds for the construction of the Pacific Hwy. W.-SW 3rd St. (Sherwood) Section FAS A671 - covered by Agreement #6007. | | $81,200 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 108,200

Is this a partial or final request for billing? partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
534-1018-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer
G. W. Wimer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8757 STATE COPY 8

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>7-25<br>PROJECT REPORT NUMBER<br><br>MODIFICATION NUMBER<br>1 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>6-28-78 | Form Approved; O M B No. 04-R2089<br>State<br>Oregon<br>County<br>Washington<br>Project Number<br>RS-A671(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 4, , 19 77 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 18,900 | $ 788,920 |
| Federal funds | $ 16,216 | $ 676,890 |
| Other revisions | | |

This modification is made for the following reasons: Increase in preliminary engineering cost and adding of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June , 1978 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By ______________________

Technical Services Engineer
*(Title)*

For: H.S. Coulter

State Highway Engineer
*(Title)*

By ______________________

______________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
*(Division Administrator)*

For: G.L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

8717

file

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. RS-A671(1)

Pacific Hwy. W.-S.W. 3rd St. (Sherwood)
FAS A671, Sherwood Blvd.
Washington County

Revised Project Agreement Estimate.

(The work on FAS A670 is considered part of this project to make the connection to Pacific Highway West function properly.)

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 38,000.00 |

Type Code 6201
Roadway (Sta. 10+00 to Sta. 59+20)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | 63,019.00 |
| Temporary Protection and Direction of Traffic | All Required | | 11,750.00 |
| Temporary Signs | 470 Sq.Ft. | $ 7.00 | 3,290.00 |
| Temporary Barricades | 24 Each | 90.00 | 2,160.00 |
| Temporary Plastic Safety Markers | 68 Each | 66.00 | 4,488.00 |
| Flagmen | 1,000 Hour | 1.00 | 1,000.00 |
| Pilot Car | 120 Hour | 1.00 | 120.00 |
| Clearing and Grubbing | All Required | | 1,400.00 |
| Removal of Structures and Obstructions | All Required | | 3,000.00 |
| General Excavation | 7,760 Cu.Yd. | 7.00 | 54,320.00 |
| Trench Excavation | 3,430 Cu.Yd. | 6.25 | 21,437.50 |
| Finishing Roadbed and Slopes | 0.93 Mile | 6,400.00 | 5,952.00 |
| Furnishing and Placing Topsoil | 45 Cu.Yd. | 13.00 | 585.00 |
| Watering | 60 M-Gal. | 18.00 | 1,080.00 |
| Aggregate Base | 4,045 Ton | 5.00 | 20,225.00 |
| Cement Treated Base Mixture | 9,550 Ton | 8.50 | 81,175.00 |
| Portland Cement in CTB Mixture | 525 Ton | 60.00 | 31,500.00 |
| Asphalt in Seal | 30 Ton | 130.00 | 3,900.00 |
| Class "B" Asphalt Concrete Mixture | 5,125 Ton | 11.50 | 58,937.50 |
| Asphalt Cement in Mixture | 330 Ton | 74.00 | 24,420.00 |
| Water Pipe Protection | 185 Cu.Yd. | 98.00 | 18,130.00 |
| Portland Cement Concrete in Sewers | 3 Cu.Yd. | 200.00 | 600.00 |
| 8-inch Sewer Pipe | 620 Lin.Ft. | 6.50 | 4,030.00 |
| 12-inch Sewer Pipe | 1,840 Lin.Ft. | 9.00 | 16,560.00 |
| 15-inch Sewer Pipe | 490 Lin.Ft. | 10.50 | 5,145.00 |
| 18-inch Sewer Pipe | 1,420 Lin.Ft. | 14.50 | 20,590.00 |
| 21-inch Sewer Pipe | 300 Lin.Ft. | 19.00 | 5,700.00 |

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. RS-A671(1)

| | | | | |
|---|---|---|---|---|
| Concrete Manholes | 13 | Each | 1,150.00 | 14,950.00 |
| Concrete Inlets, Type CG-2 | 31 | Each | 345.00 | 10,695.00 |
| Concrete Inlets, Type G2M-A | 1 | Each | 345.00 | 345.00 |
| Concrete Walks | 5,130 | Sq.Yd. | 9.88 | 50,684.40 |
| Concrete Driveways | 580 | Sq.Yd. | 17.00 | 9,860.00 |
| Concrete Curbs | 460 | Cu.Yd. | 100.00 | 46,000.00 |
| Extra for Asphalt Approaches | 25 | Each | 150.00 | 3,750.00 |
| Roadside Seeding and Mulching | 2 | Acre | 1,000.00 | 2,000.00 |
| | | | | $602,798.40 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (CF) | All Required | $ 1,110.00 |
| Temporary Pavement Striping (CF) | All Required | 90.00 |
| On-the-Job Trainee (1 at $800) | All Required | 800.00 |
| Bikeway Signs (CF) | All Required | 1,000.00 |
| | | $ 3,000.00 |
| | Subtotal | $605,798.40 |
| | Engineering | 81,782.60 |
| | Total | $687,581.00 |

Type Code Y031
Traffic Signal (Sta. 48+50)

| | | |
|---|---|---|
| Traffic Signal Installation, Complete | All Required | $ 27,437.00 |

Pedestrian Signal (Sta. 22+00)

| | | |
|---|---|---|
| Pedestrian Signal Installation, Complete | All Required | 14,572.00 |

Anticipated Items

| | | |
|---|---|---|
| State Furnished Traffic Signal Controller, Etc. | All Required | $ 13,800.00 |
| | Subtotal | $ 55,806.00 |
| | Engineering | 6,833.00 |
| | Engineering (Sig. Cont. Testing) | 700.00 |
| | | $ 63,339.00 |

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. RS-A671(1)

| | |
|---|---|
| Length of Project | 0.932 Mile |
| Cost of Roadway Per Mile | $737,747.85 |

SUMMARY OF FUNDS (85.8%)

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 38,000.00 | $ 32,604.00 | $ 2,698.00 | $ 2,698.00 |
| Roadway | 687,581.00 | 589,943.00 | 48,819.00 | 48,819.00 |
| Signals | 63,339.00 | 54,343.00 | 4,498.00 | 4,498.00 |
| | $788,920.00 | $676,890.00 | $56,015.00 | $56,015.00 |

| | |
|---|---|
| Group 1 | 99% |
| Group 8 | 1% |
| Contract No. | 8752 |
| Prefix No. | 534-1018 |
| Prefix No. | 534-1928 |

Oregon State Highway Division
Salem, Oregon, June 20, 1978

Federal Aid Project
No. RS-A671(1)

Pacific Hwy. W.-S.W. 3rd St. (Sherwood)
Nonparticipating - State Work

| | | |
|---|---|---|
| Setting Mail Box Posts | 43 Each | $ 2,580.00 |
| Furnish Mail Box Posts (22 at $0.20) | All Required | 440.00 |

8

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>8-45 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br><br>**FEDERAL-AID PROJECT AGREEMENT**<br><br>8-4-77 | State<br>Oregon<br>County<br>Washington<br>Project No.<br>RS-A671(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. SR 99W, S. 0.75 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11/1/76 | 0.75 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro rata 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 18,900 | FEDERAL FUNDS<br>$ 16,216 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

By

~~State Highway Engineer~~
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator AUG 04 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, July 28, 1977

FEDERAL AID PROJECT
No. RS-A671(1)

Pacific Highway West-3rd St. (Sherwood) Section
County Road in Washington County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $18,900.00 |
| | TOTAL | $18,900.00 |

Length of Project . . . . . . . . . . 0.75 miles

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| P.E. | $ 18,900.00 | $ 16,216.00 | $ 2,684.00 | $ - |
| Retain in P.S. & E. Status | | | | |
| Contract | 461,100.00 | 395,614.00 | 32,743.00 | 32,743.00 |
| TOTAL | $480,000.00 | $411,830.00 | $35,427.00 | $32,473.00 |

Prefix 534-1928 P.E.

8752

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1978

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8752 for work on the Pacific Highway West-S.W. 3rd Street (Sherwood) Section of FAS A670 and A671 in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Sager, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kimme
C. O. Fredrickson
Warren Mueller
L. E. George

**Cascade Construction Company, Inc.**
General Contractors

P.O. BOX 4267 • PORTLAND, OREGON 97208 • TELEPHONE 222-6421

## TRANSMITTAL NOTICE

To: Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Date: June 22, 1978

Transmitted herewith:

| NO. OF COPIES | DATED | TITLE |
|---|---|---|
| 2 | June 20, 1978 | Signed contracts for Pacific Highway West - OSHD Contract No. 8752 |
| 2 | | Certificates of insurance for same |

**MEMORANDUM**

RECEIVED
JUN 23 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**NOTED**
**C. W. HEAD**

Enc: 2

cc:

**CASCADE CONSTRUCTION COMPANY, INC.**

By George R. Morton, V. P. Engineering

*Equal Opportunity Employer*

8752

8

bbc C. T. Keasey
Robert Church
Walt Hart
C. O. Fredrickson
Warren Mueller
L. E. George
SAIF
Fran

June 20, 1978

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

The Oregon Transportation Commission on May 30, 1978, accepted your proposal for work on the Pacific Highway West-S.W. 3rd Street (Sherwood) Section of FAS A670 and A671 in Washington County for the sum of $647,384.40 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of Washington County and when the sum of $108,200 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8752.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin July 1, 1978.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8752

May 31, 1979

Mr. John Crockett
Director of Public Works
150 North First
Hillsboro, Oregon 98123

AD 444

SUBJECT: Additional Advance Deposit
OPTICOM Signal Pre-emption
Pacific Hwy. W. - 3rd St. Section
FAS-A671 Project No. RS-A671(1)
Washington County
Contract No. 8752

Dear Mr. Crockett:

Tualatin Rural Fire Protection District has requested that an OPTICOM traffic signal pre-emption be included in the new signals at six corners in Sherwood. The district will pay the total additional cost of this control, which is $3,370.00. Would you please contact the district for this additional advance deposit and forward to the Highway Division.

A copy of a letter from the fire district to Warren Muller is enclosed for your use and reference.

Very truly yours,

D. E. Swan
Federal Aid Engineer

HR:pf
Attachment

bcc: Warren Muller
Bill Zirbes
Phil Stearns
Vern Skoog

6/26/79
Mrs. Senkerson called re when check was needed since their new fiscal year starts July 1. She will write and mail check on July 2. D E Swan

RSA 67(1)

TUALATIN RURAL FIRE PROTECTION DISTRICT
P.O. BOX 127 • TUALATIN, OREGON 97062 • PHONE 682-2601 • RUSSELL WASHBURN, CHIEF

8752

REGION 2 ENGINEER
RECEIVED
MAY 16 1979
☐ RLE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RTE ☐ ULE ☐ GEO ☐ RSC ☐ ENV ☐ ROE ☐ RFE

534-1018-900

May 14, 1979

Mr. Warren Muller, Resident Engineer
State Dept. of Transportation
Highway Division
East Salem Highway Bldg.
Salem, Oregon 97310

Dear Mr. Muller:

This will confirm the telephone conversation that transpired with Mr. Dave Weber as follows:

> The Tualatin Rural Fire Protection District hereby requests that OPTICOM traffic signal pre-emption be included in the new signal installation located at Six Corners in Sherwood, Oregon. The Tualatin Rural Fire Protection District also hereby agrees to participate in the funding of the mentioned project in an amount not to exceed $3,570.00.

Thank you very much for your time and consideration.

Yours truly,

Douglas L. Krebs

Douglas L. Krebs
Executive Asst. Chief

L. F. GEORGE

DLK:KRM:dm

cc: Chief Morss, Emer. Services

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
MAY 24 1979
File: PM FA LG OP
TAA FRED

NOTED
W. R. ZIRBES

RECEIVED
MAY 18 1979
TRAFFIC ENGINEERING

8752

May 26, 1978

Washington County
Board of Commissioners
150 First N.
Hillsboro, OR 97123

ATTN: Mr. John Crockett
Director of Public Works

Gentlemen:

On May 25, 1978, a satisfactory bid was received from Cascade Construction Co. Inc., P.O. Box 4267, Portland, Oregon 97208, for the Pacific Highway West-SW 3rd St. (Sherwood) Section, FAS A671.

The anticipated construction cost based on their bid is as follows:

| | |
|---|---|
| Bid Items | $647,384.00 |
| Anticipated Additional Items: | |
| Permanent Pavement Striping | 1,110.00 |
| Temporary Pavement Striping | 90.00 |
| Temporary Erosion Control | 500.00 |
| State Furnished Traffic Signal Controller, etc. | 13,[illegible]00.00 |
| On the Job Trainees | 800.00 |
| Signal Controller Testing | 700.00 |
| Bikeway Signs | 1,000.00 |
| Furnish Mail Box Posts | 440.00 |
| | $665,824.40 |
| Less City Water Protection | -18,130.00 |
| Traffic Signal | -27,434.00 |
| Pedestrian Signal | -14,572.00 |
| | $605,688.40 |
| 4½% Contingencies | 27,255.98 |
| 9% Engineering | 54,511.96 |
| | $687,456.34 |

Did not need changed grade

591,212
ok

Advance Deposit would be:
7% of $687,456.34 = $48,121.94

27 14/ [illegible]

| | |
|---|---|
| | $ 48,121.94 |
| City Water | 18,130.00 |
| Traffic Signal | 27,434.00 |
| Pedestrian Signal | 14,572.00 |
| | $108,257.94 |
| Rounded off | $108,200.00 |

This project will be awarded upon receipt of your advance deposit which should be in this office no later than June 16, 1978.

Rec'd 6/20/78 Told Virgil Boyd + Jon Rose

Please make your check in the amount of $108,200.00 payable to the Oregon State Highway Division, and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon, 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

WR:lml

bc w/AD#444: Vern Skoog - Please return completed AD#444 when check is received.

Region Metro, Federal Aid Engineer - Jon Rose

8752

**STATE OF OREGON** **INTEROFFICE MEMO**

**TO:** GERRY WIMER
Local Government Programs Engineer

**DATE:** May 8, 1978

**FROM:** JON ROSE Jon Rose
Federal Aid Engineer

**SUBJECT:** Striping and Permanent Signing
Two County FAS-C Projects (Sherwood
Boulevard and Golf Course Road)
Washington County

Attached is a letter from Washington County asking that striping and permanent signing on the two subject FAS-C projects be done with County forces. I've discussed this with Mike Borresen of the County and it is his feeling that County forces can move in to replace individual signs or perform small sections of striping as the construction work demands where a specialty contractor would necessarily schedule his work to complete the entire project at one time. This flexibility, the County feels, would best serve the public interest from a safety standpoint and would reduce the likelihood of traffic operation problems during the construction work. For these reasons, Metro concurs that it is in the public interest to have these two items done by County forces.

A County Force Order was prepared and submitted recently to cover the proposed work on the Golf Course Road project.

JR/ldo

Attachment

C.C. D.E SWAN
Dick Haack

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LCE FAE ☐ OPE ☐
MAY 9 1978
M
File: PM FA
LG OP

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

May 1, 1978

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

I am writing in reference to the two FAS-C projects that will be going to contract this spring (Sherwood Blvd. and Golf Course Road). As our forces are continually maintaining signing and striping throughout the county on a yearly basis, we feel it would be to the contractor's and our benefit to perform these functions on the two FAS-C projects. As we have the equipment necessary for this work, we would be available almost at a moments notice. This and the fact that we can save the project some money will be to the public's benefit.

Please look into this matter, and if agreeable to the state, write a work order for the county to perform the signing and striping.

Yours very truly,

Mike

Mike Borresen
Services Development Engineer

MB:pj

MA PDM PDE TSE SPC
ODOT - METRO
MAY 4 1978

AM PES

3752

Salem, Oregon
May 8, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
May 25, 1978 Bid Letting

F I L E

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened May 25 on the following projects:

1. Milwaukie-Gladstone
   SE River Road, Clackamas County
   Grading and Paving

   Class II and Class III bikeways incorporated in this project.

2. Molalla River State Park, Clackamas County
   Grading, Paving and Toilet Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Coos Bay and North Bend Pavement Marking, Coos County
   Pavement Marking

   Same as No. 2.

4. Dayville Rock Production
   John Day Highway, Grant County
   Aggregate Crushing

   Same as No. 2.

5. Ashland Pavement Marking, Jackson County
   Pavement Marking

   Same as No. 2.

6. Wolf Creek Tavern State Wayside, Josephine County
   Grading, Paving and Sewage

   Same as No. 2.

7. Pacific Highway West at Barger Avenue (Eugene)
   Pacific Highway West, Lane County
   Traffic Signals

   Same as No. 2.

8. Church Street-Mill Street (Silverton)
   Cascade Highway, Marion County
   Grading and Paving

   Three-foot shoulders and sidewalk being provided. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Heppner Rock Production
   Wasco-Heppner Highway, Morrow County
   Aggregate Production

   Same as No. 2.

10. SW Barbur Boulevard at SW Miles Street, W Burnside Street at NW 23rd Avenue, and SW 1st Avenue at SW Arthur Street
    Portland City Streets, Multnomah County
    Traffic Signals

    Same as No. 2.

11. NE Glisan Street Undercrossing
    East Portland Freeway, Multnomah County
    Structures

    Eight-foot sidewalk bikeways to be included in this project.

12. Ross Island Bridge-SE 52nd Avenue
    Mt. Hood Highway, Multnomah County
    Building Alteration and Repair

    Same as No. 2.

13. Echo-Rieth, Umatilla County
    Guardrail Installation

    Same as No. 2.

14. Imnaha River (Freezeout) Creek Bridge, Wallowa County
    Structure

    Four-foot shoulders, 20-foot travelway. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

15. SW Allen Boulevard at Lombard Street (Beaverton)
    Washington County
    Traffic Signals

    Same as No. 2.

16. Pacific Highway West-SW 3rd Street (Sherwood)
    Washington County
    Grading and Paving

    An 8-foot sidewalk bikeway will be incorporated in this project.

DNS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8752

FAS A670

Sherwood
EST 1892

P. O. Box 167
Sherwood, Oregon 97140
625-5522 625-7377

5-3-78
~~April 28, 1978~~

Mr. Mike Borresen
Washington County
Dept. of Public Works
150 No. First St.
Hillsboro, Ore. 97123

RECEIVED
MAY 0 5 1978
ENGINEERING SECTION

___ Versteeg
1 Christensen DOZ
___ George
___ Olson
___ Tarpin
2 Sullivan JHS
___ Scott
___ Savage
___ Trout
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

Dear Mr. Borresen:

This is to confirm that the City of Sherwood does commit funds to the protection of its 12" water main within the right-of-way of North Sherwood Blvd. An amount not to exceed $26,000 is committed to this project.

Protection of this line will be as needed, as shown on the approved State Highway Plans for North Sherwood Blvd.

If further information is needed, please contact this office.

Sincerely,

Tad L. Milburn

Tad L. Milburn
City Administrator

REFERRED TO
___ Beard ___ Steudenmeyer ___
___ Cole ___ Sample ___
___ Eriksen ✓ Watson SLW
___ Heger ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

cc: Jon Rose ✓
Highway Division
Dept. of Transportation
5821 NE Glisan St.
Portland, Ore. 97213

C.C. Lyle Watson
Jack Sullivan

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LCE ☑ FAE ☐ OPE ☐
MAY 4 1978
M
File: PM FA
TAN Bergnoldson LG G

From Metro Jon Rose Date 5/3/78
To Gerry Wimer
[✓ Program Mgmt.] Traffic Region 1
Comments: This is the City's committment to participate in the Sherwood Blvd. FAS-C project, Prefix 534-1928 FA # RS-A671(1)
Jon Rose

8752

5-5-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A-671(1)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70318

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
| 11/1/76 | 5/3/78 | Secondary A671<br>County Road |

GENERAL LOCATION:
Pacific Hwy West-3rd St. (Sherwood) Section

GENERAL DESCRIPTION OF WORK:
Advertise for bids.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated April 15, 1978, that provisions of FHPM 7-5-1 have been complied with and you are authorized to advertise for bids.

NOTED
F. B. KLABOE

Swan
5-31

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 5/3/78 | G. K. [illegible] | for Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8752

FAS A670

Salem, Oregon
May 2, 1978

ADOlson
A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Draft Noise Report
Sherwood Section
FAS A670, A671
Washington County

A review of the draft noise study report has been made and a marked up copy returned to the author for consideration of some minor points. The data required per your 3-13-78 memo follows.

There would not appear to be a feasible alternate to the wall identified in the report.

The cost of the wall would average $55 per foot for a total cost of about $12,500.

A check was made of horizontal sight distance for vehicles stopped on the side streets. Since they are on the outside of the curve the wall would not be a problem for vehicles that stop immediately back of the cross walk.

This would be a Type 1B project by FHPM 7-7-3 definition.

Report in Prelim. Design
ADO.

ADO:ab

RECEIVED
MAY 0 3 1978
ENGINEERING SECTION

1 Versteeg ✓
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

Trout
Do Not File
Return To
Bring Up
Action

8752.

[illegible]

FAS 671

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/27/78
Donald L. [illegible]

5-25-78 Bid Letting ______ All Clear Deadline

SECTION PAC. HWY. W.-THIRD ST. (SHERWOOD)
Highway FAS A671 N. Sherwood Blvd.
County Washington Region M
Type of Work G,P,Sign, Bikeway Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Requires Noise Study |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8752

FAS A670

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE

April 27, 1978

Salem, OR. 97310

Tony

FROM: Tony George, Engineering Coordinator
Environmental Section

SUBJECT: Pacific Highway West-S.W. 3rd Street (Sherwood) Section
FAS A670, A671
Washington County
Noise Study Report Information Request

TO: J. H. Versteeg
Engineering

Attached is a copy of the draft noise report for the Pacific Highway West-S.W. 3rd Street (Sherwood) Section project. As indicated in the report, two duplexes have been identified as being impacted (over the design noise level of $L_{10}$ 70 dBA). A sound barrier can be provided to mitigate the traffic noise impacts at these two receptors.

We would appreciate as rapid a turn-around as possible on the needed information (see 3-13-78 memo) so that we may complete the report.

Reply sent 5/2/78 – prior to receiving this "formal" Transmittal

TG:SL:ss

Attachment

✓ Versteeg ✓
Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 0 2 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

## I. Project Description

The project is located in Washington county near Sherwood and Six Corners, figure #1. The proposed construction will widen about 3,800 feet of Sherwood Blvd. and about 1,200 feet of Rock Creek Road. This widening will provide a continuous left turn lane. The widening will require reconstruction of the existing road grade. In addition, minor centerline changes, in the order of 5-7 feet, will occurr to improve the roads alignment.

## II. Noise Analysis

### A. Lane Use Along Project

The current land use along the project included residential areas, commercial activities, some agricultural land, and two schools. Eight single family residences, a golf course, eight duplexes, eight businesses, a doctors office, a dentist office, an elementry school, and an intermediate school are located along Sherwood Blvd. Only two single family residences and one business is located along Rock Creek Road. Both roads though, have agricultural land along them. In addition construction has begun on Sherwood Plaza Shopping Center. This is being located at the S.E. corner of Sherwood Blvd. and Rock Creek Road.

### B. Predicted Traffic Noise Levels

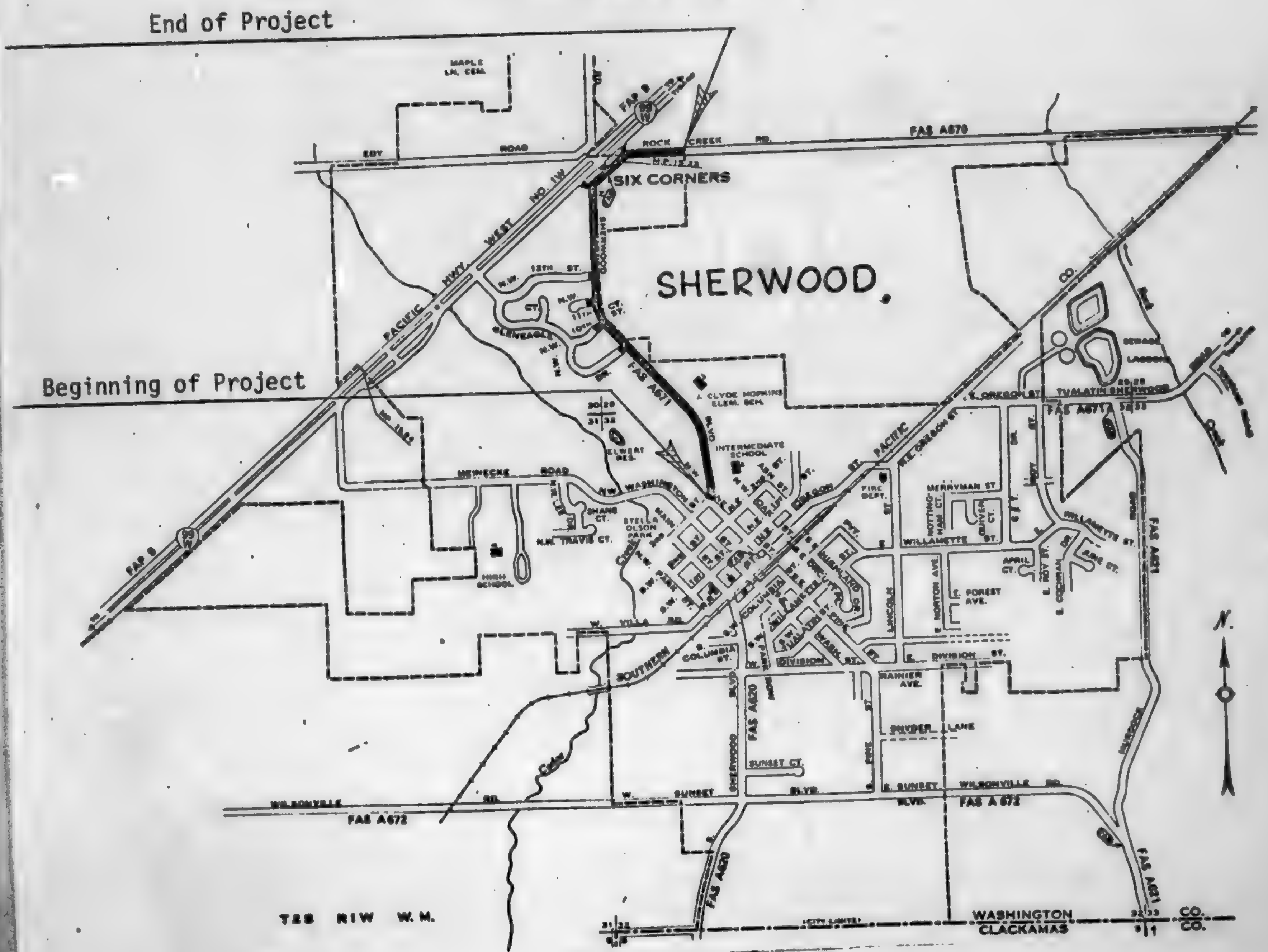
Traffic noise level projections are made with the NCHRP Report 117/144 prediction model. This model computes noise levels using vehicular volumes the truck percentage, the vehicular speeds, the distance from the roadway, and topography. The traffic data used in the analysis is given in table #1. The data for 1980 and 1990 assumes that the Sherwood Plaza Shopping Center is in operation.

Figure 1

# PACIFIC HWY W. - SW 3rd ST. (SHERWOOD) SEC

## FAS A670, A671 (ROCK CR RD & N SHERWOOD BLVD)

## WASHINGTON COUNTY


End of Project
Beginning of Project
SHERWOOD
SIX CORNERS
FAS A670
ROCK CREEK RD.
EDY ROAD
PACIFIC HWY WEST NO. 1W
FAP 9
FAS A671
FAS A672
FAS A620
MAPLE LN. CEM.
NW 12TH ST.
MEINECKE ROAD
HIGH SCHOOL
INTERMEDIATE SCHOOL
J. CLYDE HOPKINS ELEM. SCH.
STELLA OLSON PARK
OREGON ST.
PACIFIC
SOUTHERN
FIRE DEPT.
MERRYMAN ST.
WILLAMETTE ST.
E. FOREST AVE.
TUALATIN-SHERWOOD
COLUMBIA ST.
DIVISION ST.
RAINIER AVE.
SNYDER LANE
SUNSET CT.
WILSONVILLE RD.
W. SUNSET BLVD.
E. SUNSET BLVD.
SHERWOOD BLVD.
W. VILLA RD.
T2S R1W W.M.
WASHINGTON CO.
CLACKAMAS CO.
N.

## Table #1

## Peak Vehicular Hour Traffic*

| | | 1980 | 1990 |
|---|---|---|---|
| Sherwood Blvd. | Total Vehicles | 740 | 1040 |
| | Truck Percentage | 3.5% | 3.5% |
| Rock Creek Road | Total Vehicles | 465 | 655 |
| | Truck Percentage | 3.5% | 3.5% |

* Upon analysis of the peak vehicular hour and the peak truck hour, was found to produce the worst traffic noise condition.

Exhibit 1

## DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

| Activity Category | Design Noise Levels - dBA 2/ $L_{eq}(h)$ | $L_{10}(h)$ | Description of Activity Cate |
|---|---|---|---|
| A 3/ | 57<br>(Exterior) | 60<br>(Exterior) | Tracts of land which serenit<br>are of extraordinary signifi<br>serve an important public ne<br>where the preservation of th<br>is essential if the area is<br>to serve its intended purpos<br>areas could include amphithe<br>particular parks or portions<br>open spaces, or historic dis<br>which are dedicated or recog<br>appropriate local officials<br>requiring special qualities<br>and quiet. |
| B 3/ | 67<br>(Exterior) | 70<br>(Exterior) | Picnic areas, recreation are<br>active sports areas, and par<br>not included in Category A a<br>motels, hotels, public meet<br>schools, churches, librarie |
| C | 72<br>(Exterior) | 75<br>(Exterior) | Developed lands, properties<br>not included in Categories |
| D | -- | -- | For requirements on undevel<br>paragraphs 11a and c. |
| E 4/ | 52<br>(Interior) | 55<br>(Interior) | Residences, motels, hotels,<br>rooms, schools, churches, l<br>hospitals, and auditoriums. |

1/ See Paragraph 8 for method of application.

2/ Either $L_{10}$ or $L_{eq}$ (but not both) design noise levels may be used on a

3/ Parks in Categories A and B include all such lands (public or private actually used as parks as well as those public lands officially set designated by a governmental agency as parks on the date of public k of the proposed highway project.

4/ See Paragraphs 8c, d, and e for method of application.

Exhibit 1

## DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

| n Noise Levels - dBA2/ | | |
|---|---|---|
| eq(h) | $L_{10}(h)$ | Description of Activity Category |
| 57<br>terior) | 60<br>(Exterior) | Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. |
| 67<br>terior) | 70<br>(Exterior) | Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals. |
| 72<br>xterior) | 75<br>(Exterior) | Developed lands, properties or activities not included in Categories A or B above. |
| -- | -- | For requirements on undeveloped lands see paragraphs 11a and c. |
| 52<br>nterior) | 55<br>(Interior) | Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums. |

h 8 for method of application.
r Leq (but not both) design noise levels may be used on a project.
egories A and B include all such lands (public or private which are
sed as parks as well as those public lands officially set aside or
by a governmental agency as parks on the date of public knowledge
posed highway project.
phs 8c, d, and e for method of application.

The right-of-way line varies from 20-50 feet from road centerline. The 20 ft. righ-of-way is near the houses along Rock Creek Road. The 50 ft. right-of-way is only located in the immediate area of the shopping center on both Sherwood Blvd. and Rock Creek Road. The typical right-of-way distance along Sherwood Blvd. is 30 feet. The traffic noise analysis will be done for 30 ft. along Sherwood Blvd. and 20 ft. along Rock Creek Road, as these are the distances in the residential areas.

The projected traffic noise levels at the right-of-way line are provided in table #2. As shown, the no-build alternative and the build alternative will generate noise levels over the $L_{10}$ 70 dBA design level (this level is given in FHPM 7-7-3 as the maximum levle for residences, schools, churches, and other activities listed in category "B" exhibit #1). The build alternative will increase noise levels by 1-2 dBA over those projected for the no-build alternative along Sherwood Blvd. The residences along Rock Creek Road should not have the build noise levels higher than the no-build levels.

The grade school building is between 65-160 ft. from road centerline. The 1980 and 1990 traffic noise levels at the nearest building edge (65 ft.) are projected to be $L_{10}$ and 70 dBA respectively.

## Table #2

## $L_{10}$ Levels During the Peak Vehicular Hour Along the Right-of-Way Line

| | No Build | | Build | |
|---|---|---|---|---|
| | 1980 | 1990 | 1980 | 1990 |
| Sherwood Blvd.<br>30 ft. from centerline | 74 dBA | 76 dBA | 76 dBA | 77 dBA |
| Rock Creek Road<br>20 ft. from centerline | 75 dBA | 77 dBA | 75 dBA | 77 dBA |

The intermediate school building is located 120 feet from the road centerline. The peak hour noise level at this building should only reach $L_{10}$ 62 and 65 dBA in 1980 and 1990, respectively.

Between the two schools is a playground. The closest edge is situated at 55 ft. from the road centerline the 1980 and 1990 levels at this point are $L_{10}$ 69 and 71 dBA, respectively.

### C. Traffic Noise Impacts

The residences are located adjacent to the right-of-way line. Therefore, they will be impacted by noise levels in excess of the design level in 1980 and 1990. The grade school and the playground will not be impacted by excessive noise levels in 1980. Whereas, portions of each should reach the design level in 1990. The intermediate school is far enough away from the road to avoid impacts due to high noise levels in 1980 and 1990.

### D. Evaluation of Noise Abatement Measures

Reduction of noise levels may be accomplished with sound barriers, such as suitable walls or earthen berms. To be effective, noise barriers must be at least high enough as to break the line-of-sight with the noise producing source. They also should be long enough or situated as to prevent the flanking of noise around the ends of the barrier. The barriers must also be designed so that significant amounts of noise cannot pass through the barrier and reach the receiver.

Most of the impacted residences have direct access to the roadway. Therefore, the design of effective sound barriers is not possible without eliminating access. On the west side of Sherwood Blvd. between NW 10th Street and NW

11th Court impacts can be mitigated without eliminating access. A 6 ft. sound barrier 225 ft. in length is shown in figure #2. Such a sound barrier should be able to reduce traffic noise levels by 10 dBA. This reduction would place the levels under the design level, $L_{10}$ 66 and 67 dBA for 1980 and 1990 respectively. This barrier would mitigate impacts at two duplexes. These duplexes have yards between them and along the right-of-way line. The use of these yards was confirmed as a child's swing set is located in one yard near the right-of-way line.

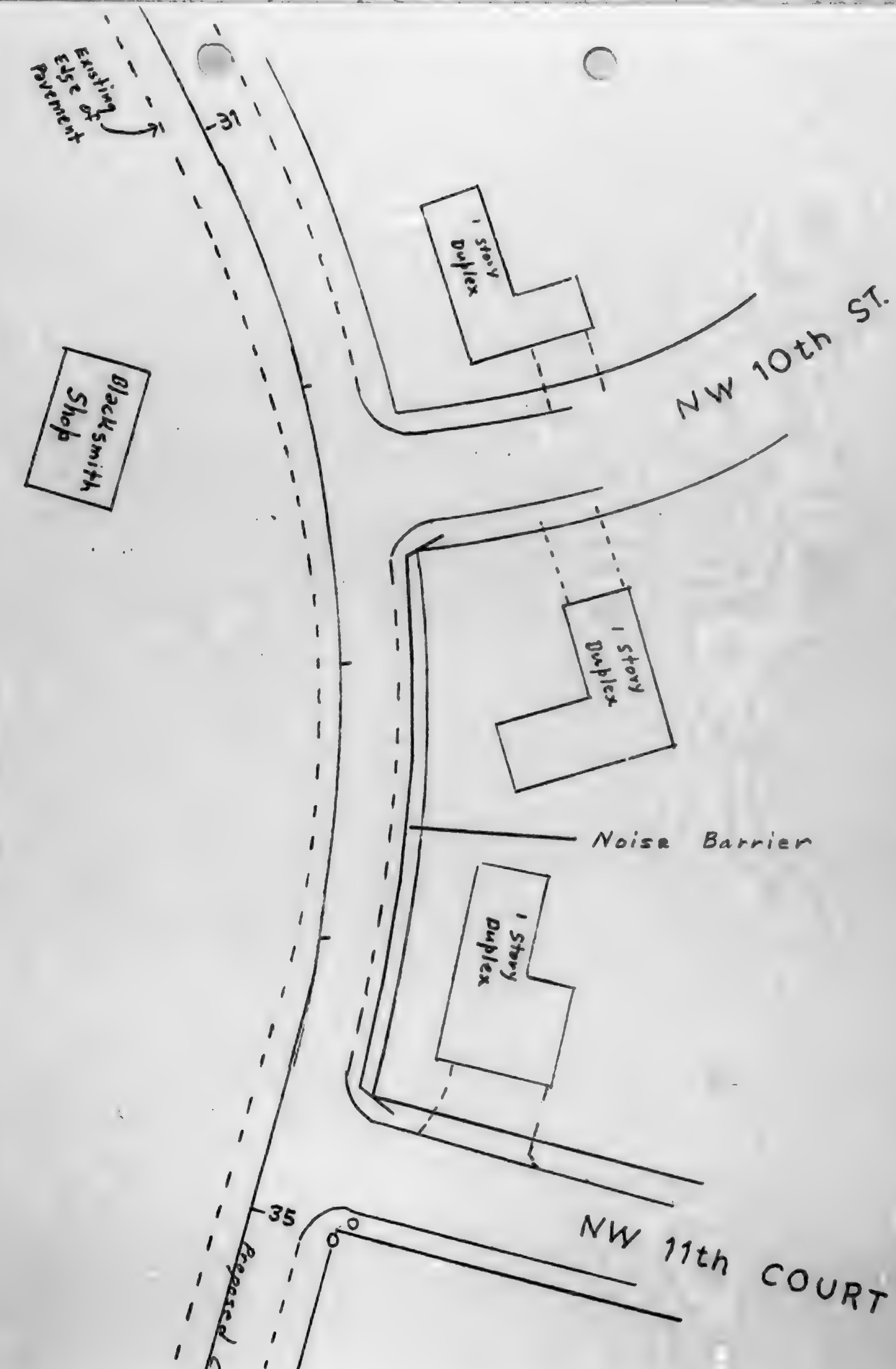
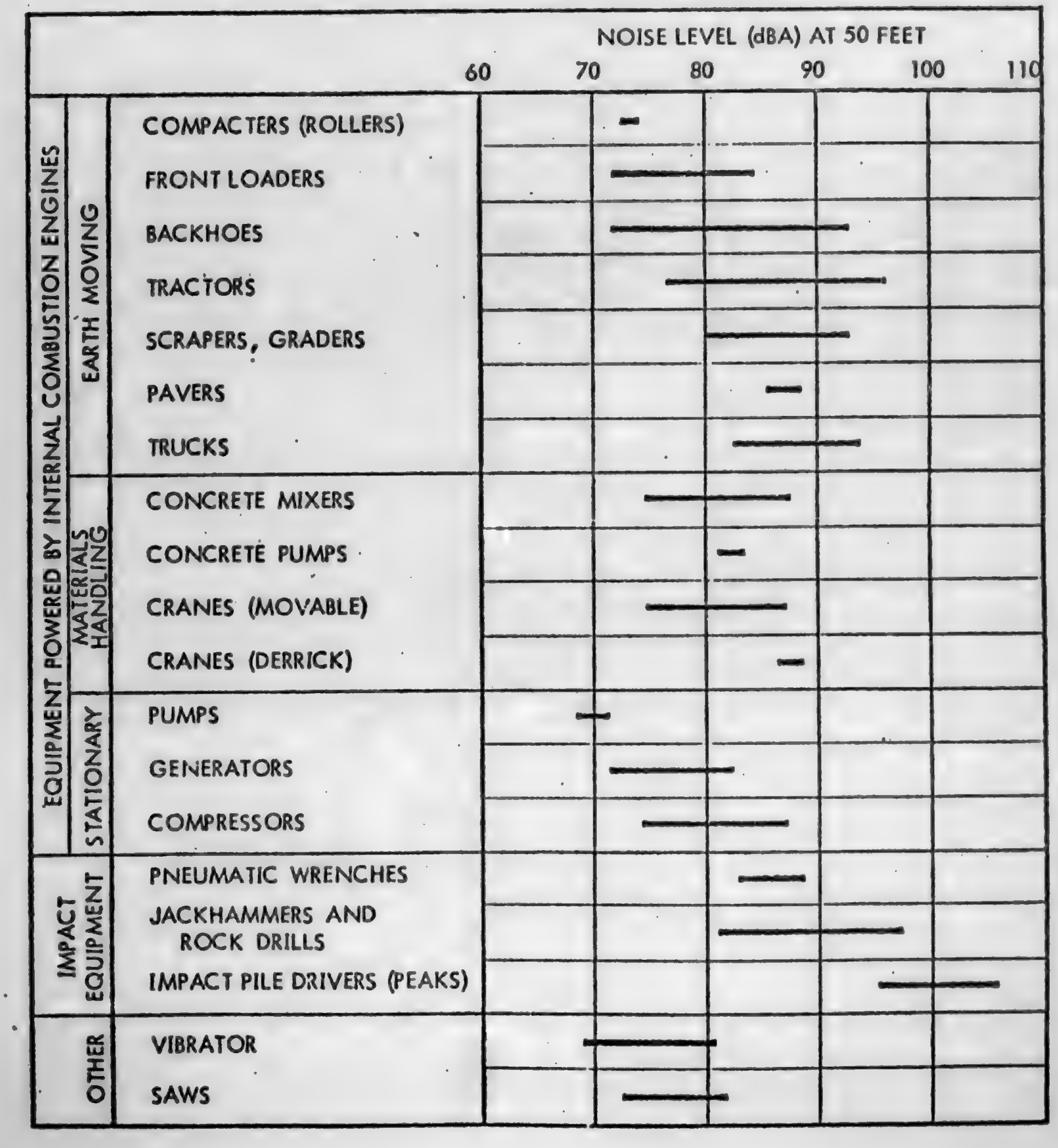

Existing Edge of Pavement
31
1 story Duplex
NW 10th ST.
Blacksmith Shop
1 story Duplex
Noise Barrier
1 story Duplex
35
NW 11th COURT
Proposed Centerline

Figure #2

## V. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise levels during construction. These noise levles will come from the temporary relocation of traffic and from the construction equipment used. Figure #2 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during project construction.

Construction Equipment Noise Ranges



## VI. Coordination with Local Officials

To date, no communication with local officials has taken place concerning the projected noise impacts. A copy of this report will be sent to the local officials along with a copy of FHWA policy regarding land use development.

Predicted 1980 and 1990 noise levels are in conflict with the FHWA design noise levels for land use activity category B (see Exhibit #1) up to 60-65 feet from road centerline.

8752

C.C. DE Swan
Roger Trygstad
C.T. Keasey

534

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

4-25-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS- A671 ( )
Project Name Pacific Hwy. W. – 3rd Street (Sherwood)
N. Sherwood Blvd. FAS A671 (Formerly FAS 634)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 25th day of April, 1978

County of Washington

~~County Judge~~/Chairman

JoAnn Johansen
~~Commissioner~~
Recording Secretary

Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 4-25-78

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-205
DATE 4-25-78
BY JoAnn Johansen
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

2752

DOC
check item 5 in detail.
Does traffic agree?

4-6-78
Rt turn was originated in traffic during their analysis of operation and signalization. They termed it a necessity to make intersection operate.
DOC

**REFERRED TO**

| | |
|---|---|
| Beard | Born |
| Cole | Temple |
| Eriksen | Watson ✓ |
| Hager | Lou |

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

FAS 671

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 4, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Pacific Highway West-
S.W. 3rd (Sherwood)
FAS A671 (N. Sherwood Blvd.)
Washington County

A plans in hand review was held March 31 on the subject section. The following comments and changes were made.

1. The curb bedding detail will be added to the plans.
2. Power is available to use 110 volt amber flashers.
3. Additional advance construction signs were requested.
4. Add the grade line on the outlet for the 21-inch sewer outlet.
5. Add a right turn lane at the Six Corners Intersection.
6. Steps are required right of Station 30± per right of way agreement.
7. Specifications will write a special provision for the concrete protection of the water main.
8. The shopping center has installed a 12-inch sanitary sewer at the location of the proposed storm sewer. Storm sewer will be relocated in the median area. Buried telephone cables, gas line and water lines are presently located near the proposed curb line.

LKW:ab
cc: Robert Royer
Wm. Kappus, FHWA
Carl Williams, Construction
Bob Ewen
Warren Mueller
Norman Henry
Tom Bricher

1 Versteeg ✓
2 ✓ Christensen DRC
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 05 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

7752

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

April ~~3~~ 4, 1978

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Enclosed is one copy of the Sherwood Blvd. plans signed by our Board of Commissioners. I understand this project will go to bid on May 25, 1978.

I noted on the plans the pedestrian signal at the elementary school and a minor change at the Sherwood Blvd. ramp to Pacific Highway northbound.

Sincerely,

Michael A. Borresen
Michael A. Borresen
Civil Engineer

MAB:pj
Encl.
cc: Tad Milburn, City of Sherwood

To: [redacted]
Date 4-4-78
From: Jon Rose, METRO
[✓ Program Mgmt.] Traffic Region 1

Comments: - The attached plans have been approved as noted and are returned for further action.

Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 6 1978
TAA
File: PM FA LG OP

C.C. Lyle Watson (including the signal Plans)

8752

~~Section~~ Section Pacific Hwy W. - SW 3rd St. (Sherwood) Programming Estimate $ ~~684,000~~ 690,000 Ben Giffen

Highway FAS A670, A671 (Rock Cr. Rd. & N. Sherwood Blvd.) Project Length 0.93 mi.

County WASHINGTON 3-22-78 Completion Time

Kind of Work Grading, Paving, Signals, Bikeway

Prefix 534 - 1928 FA Project No. RS - A671(1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~589,875.00~~ 593,562.50

Anticipated Additional Items:

| | |
|---|---|
| Royalty Payment | |
| Building Permit Fees | |
| Slide Correction | |
| Railroad Protective Costs | |
| Other Railroad Costs | |
| Permanent Signing | |
| ✓ Permanent Pavement Striping | $ 1110 |
| ✓ Temporary Pavement Striping | $ 90 |
| Remove Pavement Striping (Exist. & Temp.) | |
| ✓ Temporary Erosion Control | 500 |
| State Furnished Traffic Sig. Controller etc. | 13,800 |
| Install Water Meter | |
| Furnish Water | |
| Laboratory Fees | |
| ✓ On the Job Trainees | $ 800 |
| State Responsibility for Damages | |
| ✓ Signal Controller Testing | $ 700 |
| ✓ Bikeway Signs per. E.S. | $ 1000 |
| ✓ Furnish Mail Box Posts (22) @ 20 G. Sanford | $ 440 |
| ✓ Adjust Utilities | 0 |
| | |
| | |
| | |
| Misc. Permit Fees | |
| | |

$ 18,440.00

612,002.50
$ ~~607,815.00~~

Contingencies (4-1/2%) 27,540.11

Engineering ( 9 %) 55,080.23

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ ~~689,870.04~~ 694,622.84

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date Mar. 22, 1978

Section Pacific Hwy W. - SW 3rd St. (Sherwood)
County WASHINGTON
Kind Of Work Grading, Paving, Signals, Bikeway
Length 0.93 mi.
Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization 6% | | | All | | 33,600 |
| | Temporary Protection and Direction of Traffic | | | All | | 6,000$^{00}$ |
| | Temporary Signs | | Sq. Ft. | 470 | $6^{50}$ | 3,055$^{0}$ |
| | Temporary Barricades | | Each | 24 | $100^{00}$ | 2,400$^{00}$ |
| | Temporary Plastic Safety Markers | | Each | 68 | $65^{00}$ | 4,420$^{0}$ |
| | Flagmen | | Hour | 1000 | $18^{00}$ | 18,000$^{0}$ |
| | Pilot Car | | Hour | 120 | $25^{00}$ | 3,000 |
| | ROADWORK | | | | | |
| | Clearing and Grubbing | | | All | | 2,500 |
| | Removal of Structures and Obstructions | | | All | | 2,000 |
| | General Excavation | | Cu. Yd. | 7,760 | $3^{00}$ | 23,280 |
| | Trench Excavation | | Cu. Yd. | 3,430 | $8^{00}$ | 27,440 |
| | Finishing Roadbed and Slopes | | Mile | 0.93 | $2,500^{00}$ | 2,325 |
| | Furnishing and Placing Topsoil | | Cu. Yd. | 45 | $10^{00}$ | 450 |
| | Watering | | M. Gal. | 60 | $8^{00}$ | 480 |
| | Aggregate Base | | Ton | 4,045 | $5^{00}$ | 20,225 |
| | Cement Treated Base Mixture | | Ton | 9,550 | $6^{50}$ | 62,07 |
| | Portland Cement in CTB Mixture | | Ton | 525 | $75^{00}$ | 39,375 |
| | Asphalt in Seal | | Ton | 30 | $120^{00}$ | 3,600 |
| | Class "B" Asphalt Concrete Mixture | | Ton | 5,125 | $12^{50}$ | 64,062$^{5}$ |
| | Asphalt Cement in Mixture | | Ton | 330 | $84^{00}$ | 27,720 |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 4/4/78

Section Pacific Hwy. W. - SW 3rd St. (Sherwood)
County WASHINGTON
Kind Of Work Grading, Paving, Signals, Bikeway
Length 0.93 mile
Name Bricher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| ✓ | Water Pipe Protection ~~Concrete in Backfill~~ | | Cu. Yd. | 185 ~~All~~ | 75 | $13,875^{00}$ |
| ✓ | Portland Cement Concrete in Sewers ~~Concrete Encassement of Pipe~~ | | Cu Yd. | 3 ~~All~~ | 75 | $225^{00}$ |
| | 8 - Inch Sewer Pipe | | Lin. Ft. | 620 | $6^{25}$ | $3,875^{00}$ |
| | 12 - Inch Sewer Pipe | | Lin. Ft. | 1,840 | $7^{25}$ | $13,340^{00}$ |
| | 15 - Inch Sewer Pipe | | Lin. Ft. | 490 | $10^{50}$ | $5,145^{00}$ |
| | 18 - Inch Sewer Pipe | | Lin. Ft. | 1,420 | $13^{75}$ | $19,525^{00}$ |
| | 21 - Inch Sewer Pipe | | Lin. Ft. | 300 | $17^{50}$ | $5,250^{00}$ |
| | Concrete Manholes | | Each | 13 | $1000^{00}$ | $13,000^{00}$ |
| | Concrete Inlets, Type CG-2 | | Each | 31 | $450^{00}$ | $13,950^{00}$ |
| | Concrete Inlets, Type G2M-A | | Each | 1 | $550^{00}$ | $550^{00}$ |
| | Concrete Walks | | Sq. Yd. | 5,130 | $10^{00}$ | $51,300^{00}$ |
| | Concrete Driveways | | Sq. Yd. | 580 | $14^{00}$ | $8,120^{00}$ |
| | Concrete Curbs | | Cu. Yd. ~~Lin. Ft.~~ | 460 ~~8,350~~ | 105 ~~$5^{75}$~~ | 48,300 |
| | Extra for Asphalt Approaches | | Each | 25 | $150^{00}$ | $3,750^{00}$ |
| | Setting Mailbox Posts | | Each | 43 | $50^{00}$ | 2,150 |
| | Roadside Seeding and Mulching | | Acre | 2 ~~1.5~~ | $600^{00}$ | 1,200 ~~900~~ |
| | TRAFFIC SIGNALS | | | | | |
| X | Traffic Signal Installation, Complete | | | All | | 28,000 |
| X | Pedestrian Signal Installation, Complete | | | All | | 16,000 |

8752

PW

# WASHINGTON COUNTY

Inter-Department Correspondence

Date March 21, 1978
For Meeting of: March 28, 1978

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Federal Aid Secondary Project - N. Sherwood Boulevard

Throughout the past year we have been working with the State Highway Division and the City of Sherwood on the design of North Sherwood Boulevard. As this is a Federal Aid Secondary Highway, the state is drawing the plans and administering the construction contract.

Funding for the project is 86% from the County's share of the Federal gas tax, 7% from the state gas tax and 7% from the City of Sherwood. Following the state's preliminary cost estimate last spring, several items were added to the project which raised the cost another $100,000. The cost of an additional traffic signal at Six Corners and the cost of a concrete encasement of the city's water main will be borne by the City of Sherwood and a developer at Six Corners. A pedestrian signal at the elementary school will be paid for by the School District.

In order to get the project to construction this summer, we need the Board's approval of the preliminary project plans.

RECOMMENDATION: Your Board authorize the Chairman to sign the project plans.

Respectfully submitted,

John Crockett

John F. Crockett

JFC:pj

Phylis 1 copy for Sherwood

c.c. Jan Peterson

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 78-156
DATE 3-28-78
BY Jo Ann Johansen
CLERK OF THE BOARD

8752 3-8-78 FAS 671

TECHNICAL SERVICES UNIT
MAR 16 1978

RECEIVED
MAR 21 1978
LEGAL

(89 JUS) 3-21-78

#-176

## RESOLUTION OF CITY COUNCIL

## City of Sherwood, Oregon

WHEREAS, the Oregon Department of Transportation has been requested by Washington County to perform preliminary engineering and develop FASC road improvement project on Sherwood Boulevard and from Pacific Highway West to Third Street in City of Sherwood; and

WHEREAS, the state has developed said project in close cooperation with the City of Sherwood and particularly as to the location of the storm sewer outlet being located at the westerly edge of the Woodrow W. Hite, recorded Vol. 974-P803 property west of project centerline Sta 28+25,

NOW, THEREFORE, IT IS HEREBY RESOLVED, that the City of Sherwood agrees to hold harmless and to indemnify the state of Oregon, its Department of Transportation, its agents and employees, from and against all damages, claims, demands, suits or other actions whatsoever resulting from or because of any damage to property downstream westerly or beyond the outlet end of storm sewer pipe on Woodrow W. Hite property.

PASED this 8 day of March, 1978, by unanimous vote of the City Council of the City of Sherwood.

Polly Blankenbaker
CITY RECORDER

APPROVED by the Mayor this 8 day of March, 1978.

Jack O. Harper
MAYOR

Versteeg
1 Christiansen DC
George
Olson
Terpin
Sullivan
WS
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9752

# OREGON STATE HIGHWAY DIVISION
## Location Section
## Surfacing Design Unit

Section: Pacific Hwy. West-Third St. (Sherwood)

Highway: F.A.S. A671

County: Washington

Prefix: 534-1928

Res. Engr. J. W. Cochell

Date March 8, 1978

Ten Year Traffic Coefficient 7.0

18 kip s.a. per day 32.8

R value 10

Frost Penetration - - - -

CBE Total Requirement 22.5"

### STRUCTURAL SECTION
### NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 3.5" | A.C. (Cl. B) | 7.0 |
| 7.0" | C.T.B. | 12.5 |
| 12.0" | | 22.5" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 21 1978
File: PM FA
LG OP
TAA ______

8752

**STATE OF OREG**

**INTERO CE MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: February 22, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Letter of Justification
Striping and Permanent Signing
FAS-C Projects
Washington County

Here is a letter from Washington County asking that striping and permanent signing be performed by County forces on two FAS-C projects (Sherwood Boulevard from Pacific Highway West to Third Street; and Golf Course Road from the T.V. Highway to South City Limits in Cornelius). As pointed out in the letter, the County is equipped to do this work expeditiously so that the projects would not be left without signing and striping for extended periods dependent on the contractor's scheduling. We feel that handling the striping and signing in this way is justified by the benefits to the traveling public in safety and traffic flow. - city of Sherwood.

Please advise if this is satisfactory.

Jon, 3/3/78

Would you have the County make up a force order for each of these and send them to this office. We will submit them to FHWA. This will grant the approval and authority for the county to do this work GR

JR/ldo

Attachment

Sent copies of County Force Orders

cc: Max Klotz

PROJECT MANAGEMENT
☐ CCE ☐ ☐
LGE ☒ FAE ☐ ☐
FEB 24 1978
M
PM
TAA ~~Ghent~~ Hal LG

01-125-1387

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

February 15, 1978

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

I am writing in reference to the two FAS-C projects that will be going to contract this spring (Sherwood Blvd. and Golf Course Road). As our forces are continually maintaining signing and striping throughout the county on a yearly basis, we feel it would be to the contractors and our benefit to perform these functions on the two FAS-C projects. As we have the equipment necessary for this work, we would be available almost at a moments notice.

Please look into this matter, and if agreeable to the state, write a work order for the county to perform the signing and striping.

Yours very truly,

Mike

Mike Borresen
Civil Engineer

MB:pj

MA PDM PDE TSE SPC
ODOT - METRO
FEB 17 1978
FILE T/A

8752

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 9, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Bob Ewen
Metro Location Engineer

SUBJECT: Pacific Highway-West-Third Street
(Sherwood)
N. Sherwood Boulevard
Washington County

The letter from the City of Sherwood to be responsible for the storm sewer outfall was reviewed with the Legal Section. They do not feel that this letter is adequate to relieve the State of any responsibility of future claims.

A resolution should be prepared and passed by the governing body of the City relieving the State of future damages of the storm sewer.

Copies of previous agreements are included for reference. If any further information or help is needed, please consult with the Legal Section.

Please inform the City of Sherwood of the need for this resolution.

LKW:ab
cc: L. K. Watson
Gerald Wimer
Jack Sollis

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 13 1978
File: PM FA
LG OP
TAA

8752

FAS 670

**STATE OF OREGON**
**DEPARTMENT OF TRANSPORTATION**

**INTEROFFICE MEMO**
Metropolitan Branch

DATE: 2-1-78 ~~January 13, 1978~~

TO: J. H. VERSTEEG, Head
Engineering Section

FROM: ROBERT T. EWEN Robert T. Ewen
Location Engineer

SUBJECT: Pacific Hwy. West-West Third St.
Sherwood
Washington County
Prefix: 534-1928

Attached are two letters recently received from Washington County; Re: Subject Survey. They have requested downscoping as follows:

1. Remove parking on left from Station 41+80 to 47+72
2. Shorten Edy Road improvements
3. Narrow sidewalk to 5.5' on Edy Road section
4. Remove water line protection from bid item - city will perform this work
5. One pedestrian signal at elementary school location

Based on the above downscoping the county has requested a revised engineers estimate so as they can complete agreements with city and developer for financing features of project that were not originally programmed.

Please advise if any further information is desired.

ja
Attachments
cc: D. R. Adams
M. J. Klotz
E. C. Purdy

1 Versteeg ✓
2 Christensen DRC
George
Olson
Temple
Sullivan
Sam
Savage

RECEIVED
FEB 0 1 1978
ENGINEERING SECTION

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Action

NOTED
L. K. WATSON

2-1-78
Revised plans and estimates have been ~~[illegible]~~ mailed 1-31-78 to R. Ewen for review with City of Sherwood & Washington Co.
L. Watson

81-125-1387

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

January 12, 1978

Bob Ewen
Location Engineer
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Dear Bob:

Re: Sherwood Blvd. Project (FASC)

Since my letter of January 5, 1978, Tad Milburn met with the developer of the shopping center and got them to agree to provide additional funds for the traffic signal at Six Corners. They also agreed to put in curbs and sidewalks along the shopping center property on Edy Road.

As this is a change from my last request, I have enclosed a new typical section for the Edy Road portion. This is almost the same as your preliminary plans except the sidewalk is 5.5 feet wide and the full section ends at Sta. 55+00. The road will then taper back to two lanes from Sta. 55+00.

The remainder of the project will remain as outlined in my letter of January 5, 1978. If there are any questions, please call me.

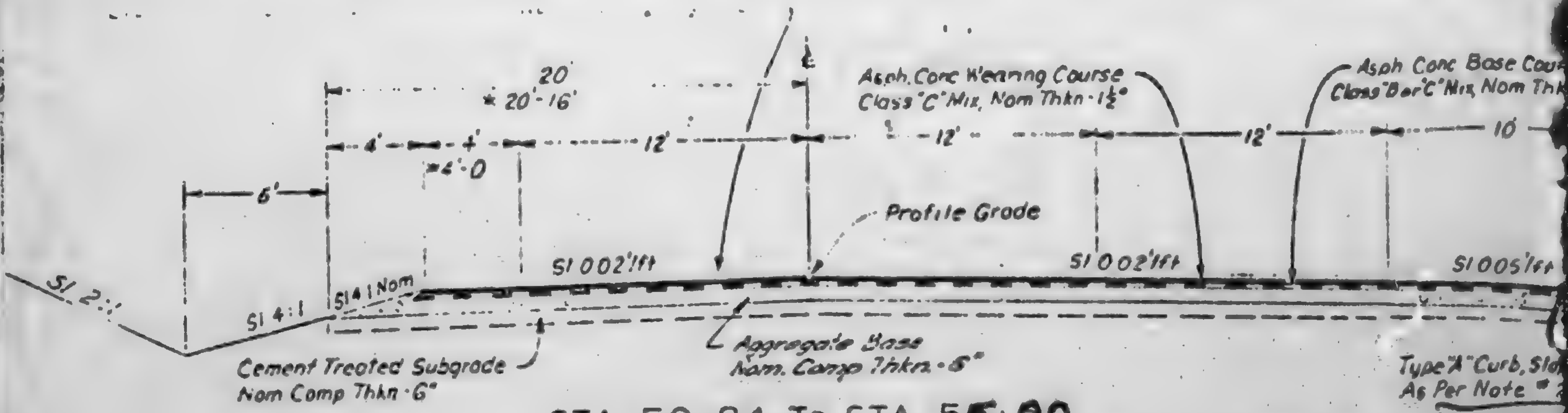
Sincerely yours,

Mike Borresen
Civil Engineer

MB:pj
Encl.

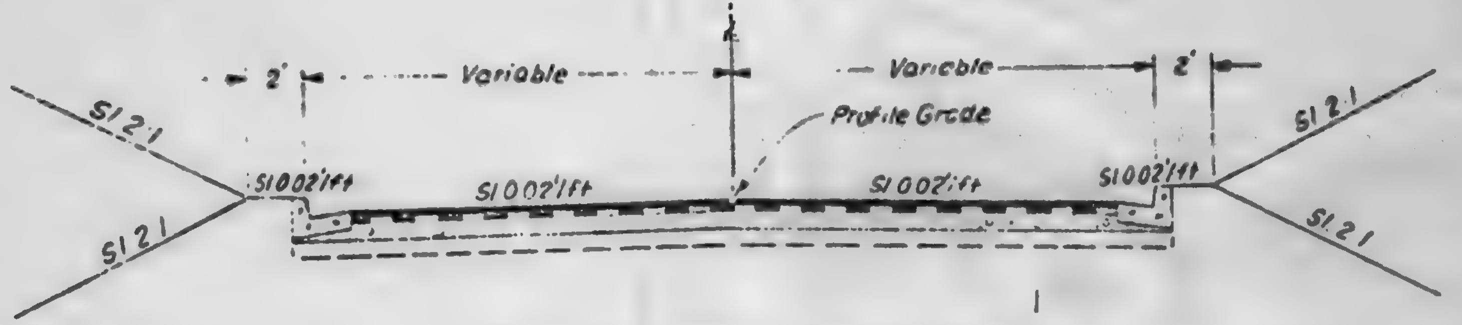
Metro
TECHNICAL
SERVICES UNIT

JAN 13 1978
RJL


20'
* 20'-16'
4'
4'
* 4'-0
12'
12'
12'
10'
6'
Asph. Conc Wearing Course
Class "C" Mix, Nom Thkn - 1½"
Asph Conc Base Cour
Class "B" or "C" Mix, Nom Thk
Profile Grade
Sl 2:1
Sl 4:1
Sl 4:1 Nom
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.05'/ft
Cement Treated Subgrade
Nom Comp Thkn - 6"
Aggregate Base
Nom. Comp Thkn - 6"
Type "A" Curb, Slo
As Per Note # 2

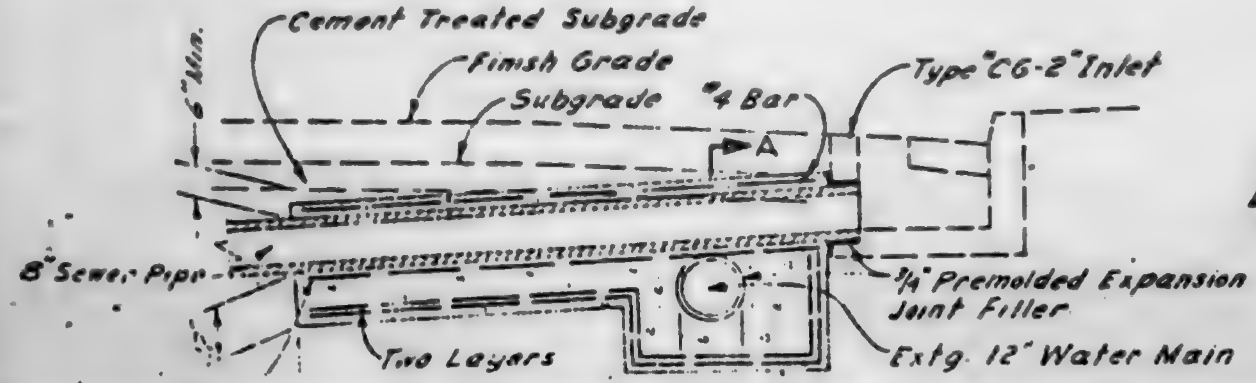
STA. 50+84 To STA. 55+00
55+00 To 57+50 (Taper Section)

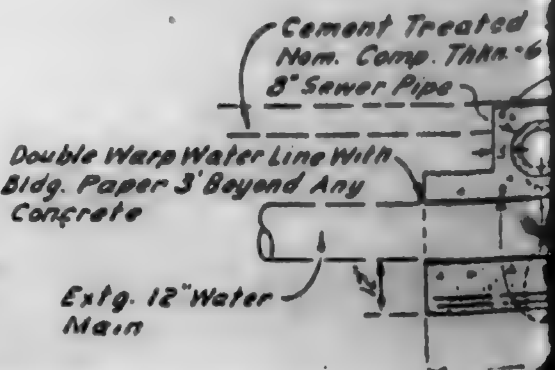
Note

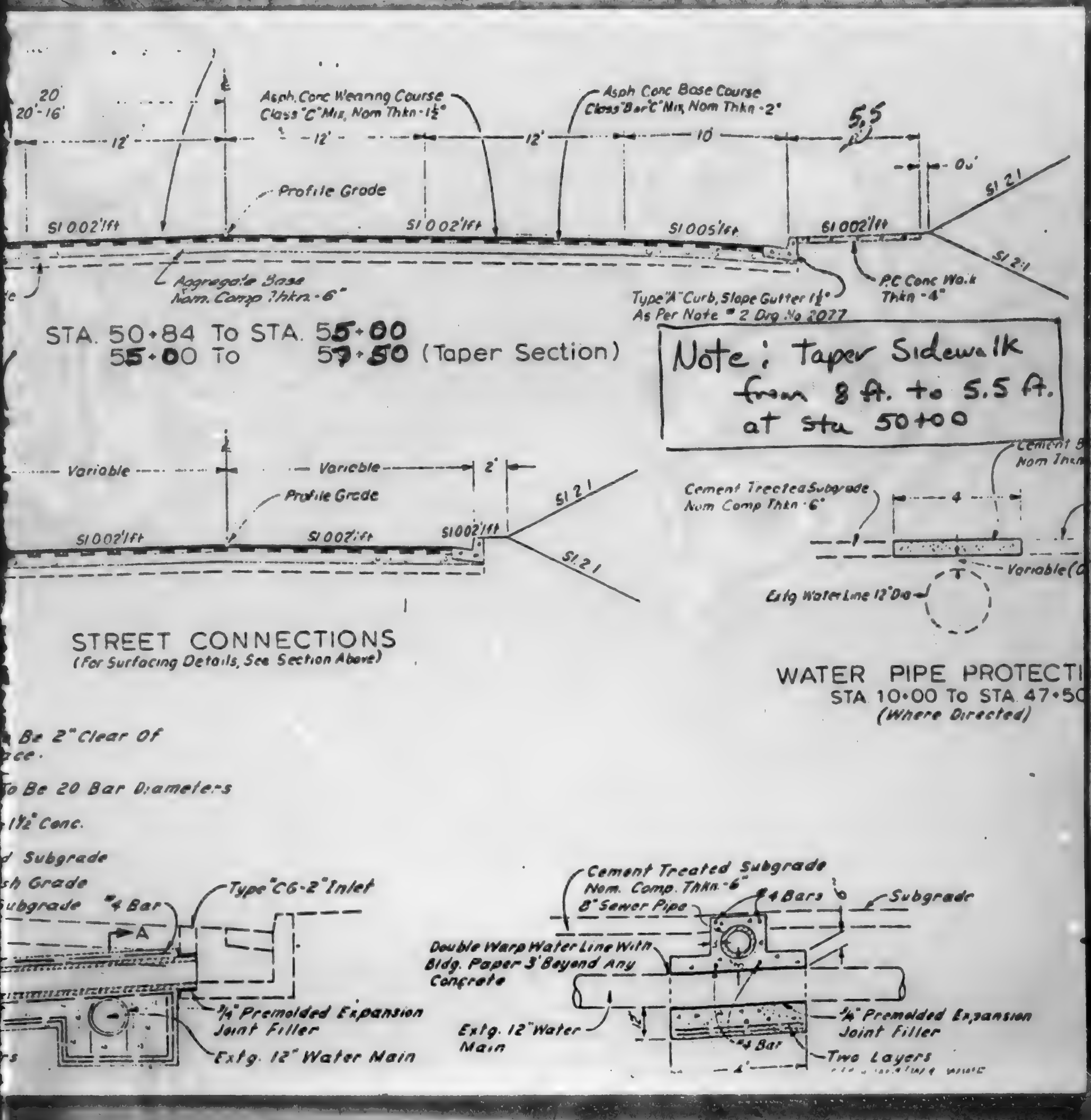

2'
Variable
Variable
2'
Profile Grade
Sl 2:1
Sl 2:1
Sl 2:1
Sl 2:1
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.02'/ft
Cement
Nom Co

STREET CONNECTIONS
(For Surfacing Details, See Section Above)

1. All Steel To Be 2" Clear Of Nearest Face.
2. All Splices To Be 20 Bar Diameters
3. Class 3300-1½" Conc.


Cement Treated Subgrade
Finish Grade
Subgrade
#4 Bar
A
Type "CG-2" Inlet
6" Min.
8" Sewer Pipe
¾" Premolded Expansion
Joint Filler
Two Layers
Extg. 12" Water Main


Cement Treated
Nom. Comp. Thkn - 6
8" Sewer Pipe
Double Warp Water Line With
Bldg. Paper 3' Beyond Any
Concrete
Extg. 12" Water
Main


20'
20'-16'
12'
12'
12'
10
5.5
0.0'
Asph. Conc Wearing Course Class "C" Mix, Nom Thkn - 1½"
Asph Conc Base Course Class "B or C" Mix, Nom Thkn - 2"
Profile Grade
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.05'/ft
Sl 0.02'/ft
Sl 2:1
Sl 2:1
Aggregate Base Nom. Comp Thkn - 6"
Type "A" Curb, Slope Gutter 1½" As Per Note # 2 Drg No 2077
P.C Conc Walk Thkn - 4"
Variable
Variable
2'
Profile Grade
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.02'/ft
Sl 2:1
Sl 2:1
Cement Treated Subgrade Nom Comp Thkn - 6"
4
Variable
Extg Water Line 12" Dia
Be 2" Clear Of
ace.
To Be 20 Bar Diameters
1½" Conc.
Subgrade
sh Grade
ubgrade
#4 Bar
A
Type "C6-2" Inlet
¾" Premolded Expansion Joint Filler
Extg. 12" Water Main
Cement Treated Subgrade Nom. Comp. Thkn - 6"
8" Sewer Pipe
#4 Bars
Subgrade
Double Warp Water Line With Bldg. Paper 3' Beyond Any Concrete
Extg. 12" Water Main
¾" Premolded Expansion Joint Filler
#4 Bar
Two Layers
4'

STA. 50+84 To STA. 55+00
55+00 To 57+50 (Taper Section)

Note: taper Sidewalk ~~from~~ 8 ft. to 5.5 ft. at sta 50+00

STREET CONNECTIONS
(For Surfacing Details, See Section Above)

WATER PIPE PROTECTI
STA 10+00 To STA. 47+50
(Where Directed)

Sec. 29,T.2S,R.1W,W.M.

urb

Nolk

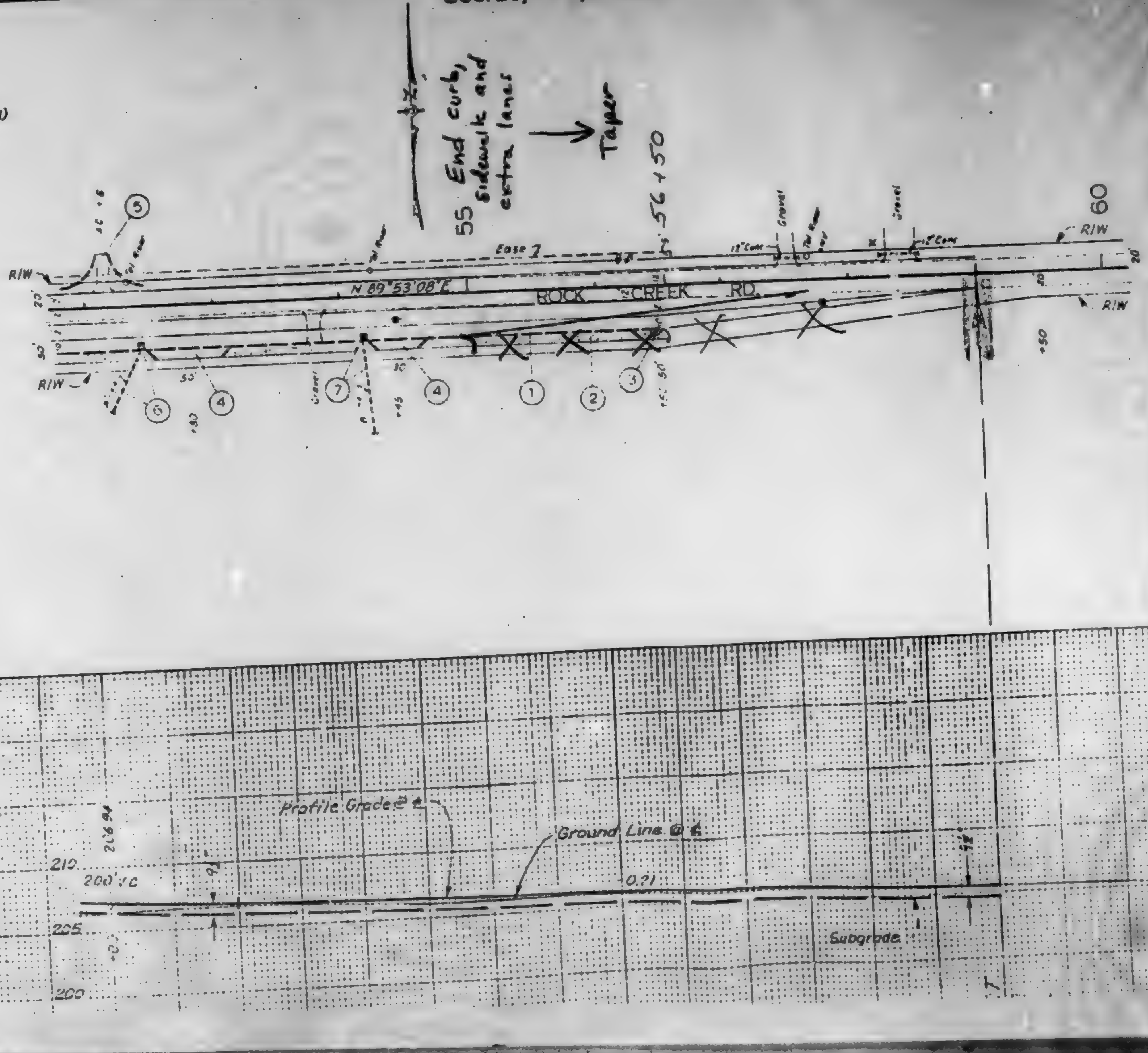
Ramp

riveways, Type "A(M)"-2 (Total)

'e 9

" Inlet
pe-54'

" Inlet
pe-74'



55
End curb, sidewalk and extra lanes
Taper
56+50
60
R/W
R/W
R/W
R/W
20'
20'
30'
Ease 7
N 89°53'08"E
ROCK CREEK RD.
Gravel
Gravel
Gravel
12" Conc
12" Conc
⑤
⑥
④
⑦
④
①
②
③
+80
+45
+50
Profile Grade @ ℄
Ground Line @ ℄
206.94
210
200' VC
205
200
0.21
9½"
9½"
Subgrade

**WASHINGTON COUNTY**
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

January 5, 1978

Metro.
TECHNICAL
SERVICES UNIT
E
JAN 6 1978

Bob Ewen
Location Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Sherwood Blvd. Project

Dear Bob:

After several meetings and conversations with Tad Milburn from the City of Sherwood, and Sy Penn, developer of the shopping center, we have decided to change the project slightly to bring it more in line with our original proposal. Besides reducing the sections, several items will be paid by others to bring the amount of federal dollars required down to our earlier estimates. The City of Sherwood will bear the cost of the water main protection and the school district will pay for one key operated pedestrian signal (the second one will be eliminated).

The typical sections (see attachments) will have two travel lanes and a left-turn refuge throughout the entire project. Curbs, sidewalks and driveway accesses to the shopping center on Edy Road (Rock Creek Road) have been eliminated and will be put in by the shopping center if required by the city.

Could you run a new estimate based on these changes so we can get the necessary commitments from each party involved? We are also having to get the developer to pay for a portion of the signal at Six Corners. This money would be used to reduce the total project cost before the match formula is applied.

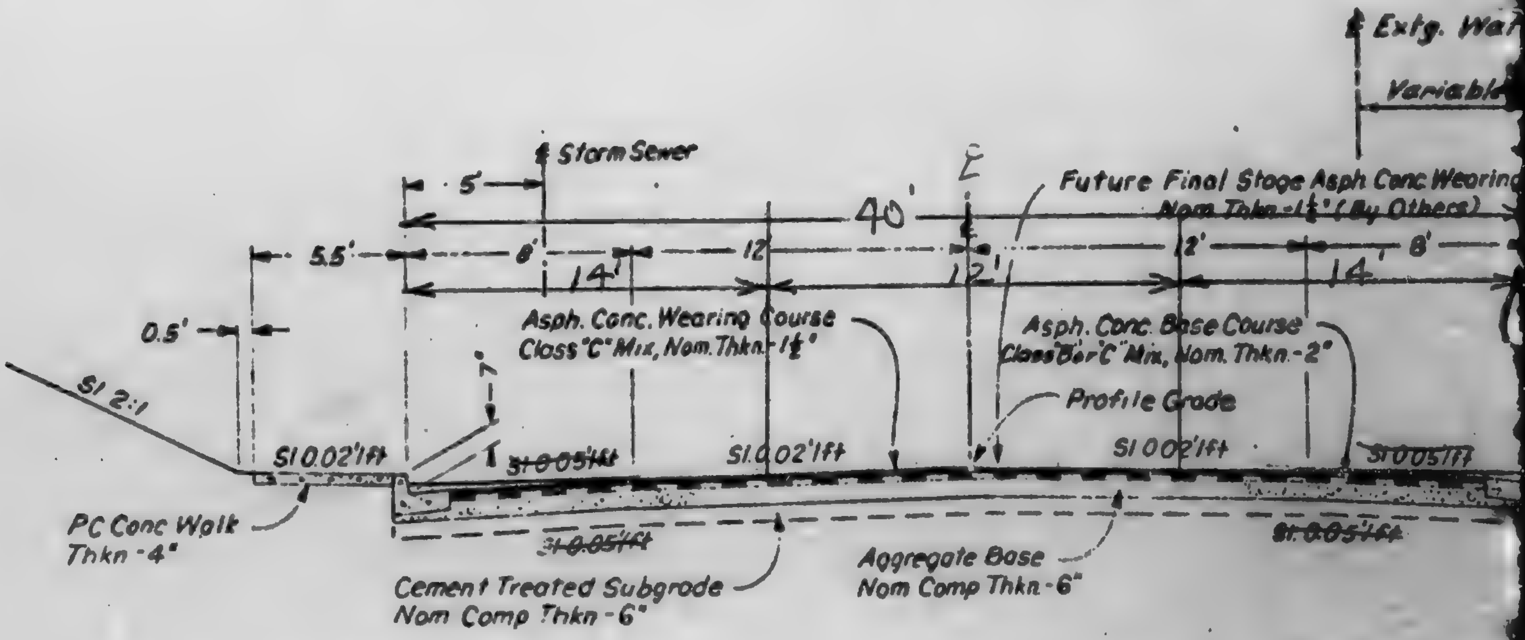
If there are any questions, please give me a call.

Sincerely yours,

Mike Borresen
Civil Engineer

MB:pj
Attachments
cc: Tad Milburn

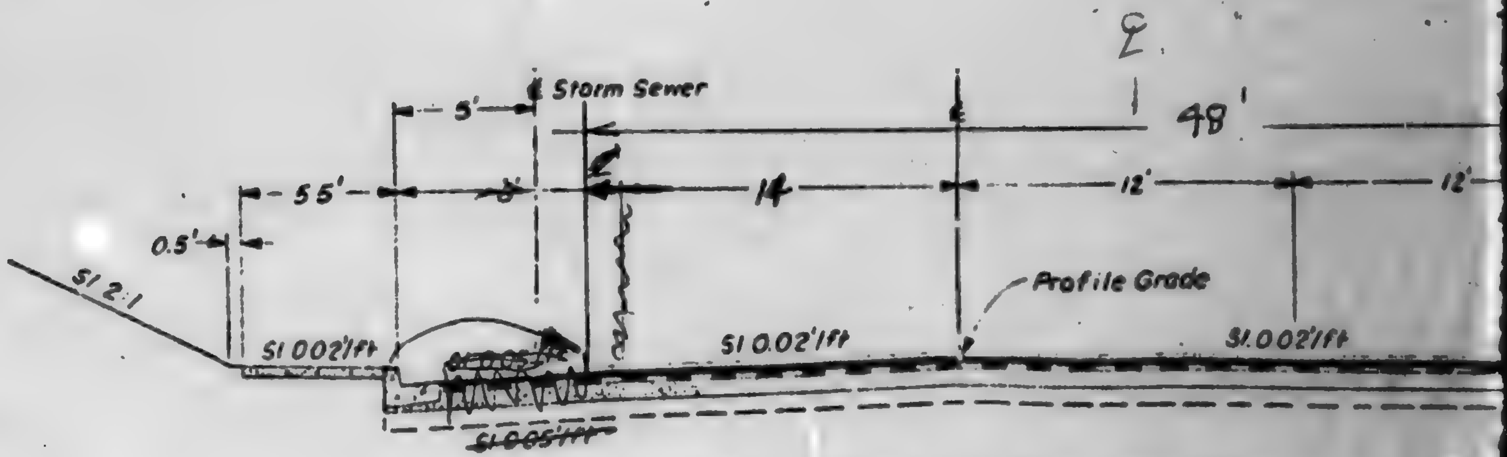
## T Y P I C A L S E C T



℄ Extg. Wa
Variabl
℄ Storm Sewer
5'
40'
℄
Future Final Stage Asph Conc Wearing
Nom Thkn-1½" (By Others)
5.5'
8'
12
12'
12'
8'
14'
14'
0.5'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn-1½"
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn.-2"
Profile Grade
7"
Sl 2:1
Sl 0.02'/ft
Sl 0.05'/ft
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.05'/ft
Sl 0.05'/ft
Sl 0.05'/ft
PC Conc Walk
Thkn-4"
Cement Treated Subgrade
Nom Comp Thkn-6"
Aggregate Base
Nom Comp Thkn-6"

Note: Vary Slope To Stay Within R/W

STA. 10+00 To STA. 39+00
39+00 T 41+80 (Taper Sec



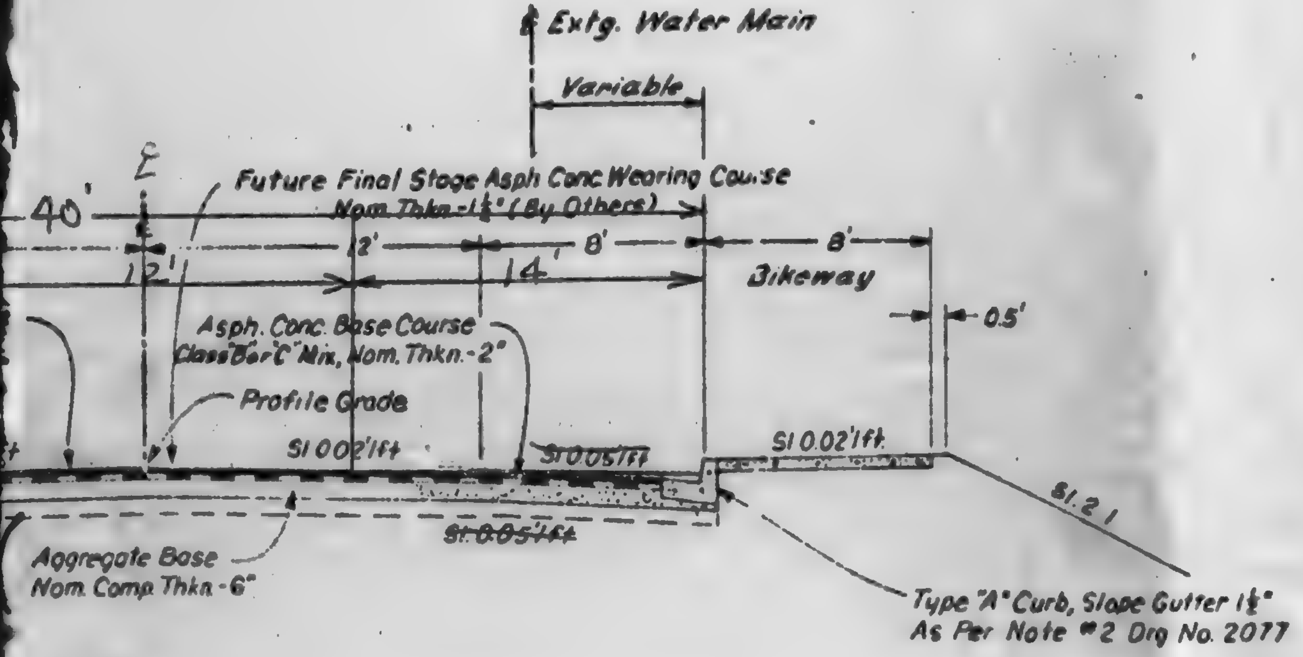
℄
℄ Storm Sewer
5'
48'
5.5'
8'
14
12'
12'
0.5'
Profile Grade
Sl 2:1
Sl 0.02'/ft
Sl 0.05'/ft
Sl 0.02'/ft
Sl 0.02'/ft
Sl 0.05'/ft

STA. 41+80 To STA. 46+48
46+48 To 47+72 (Taper Sec
(For Surfacing Details, See Section Above)

1

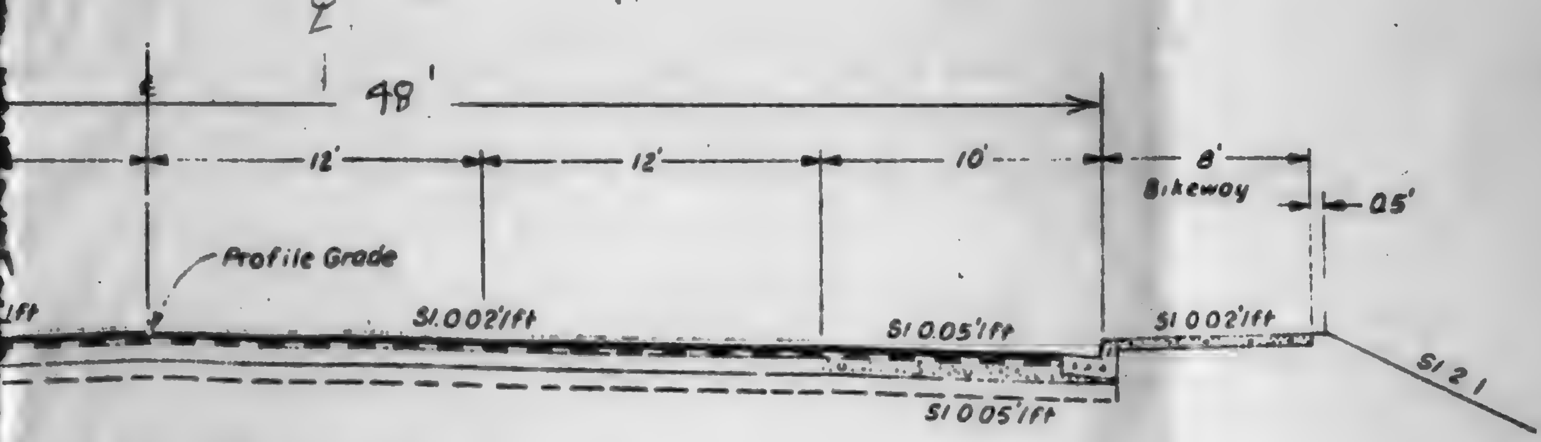
| | | |
|---|---|---|
| PACIFIC HWY. W.-S.W. 3RD ST.( | | |
| FAS A670, A671 (ROCK CR. RD & N. | | |
| WASHINGTON | | COUN |
| FED. ROAD DIV. NO. | STATE | PROJ. NUMB |
| 10 | OREGON | |

# L SECTIONS



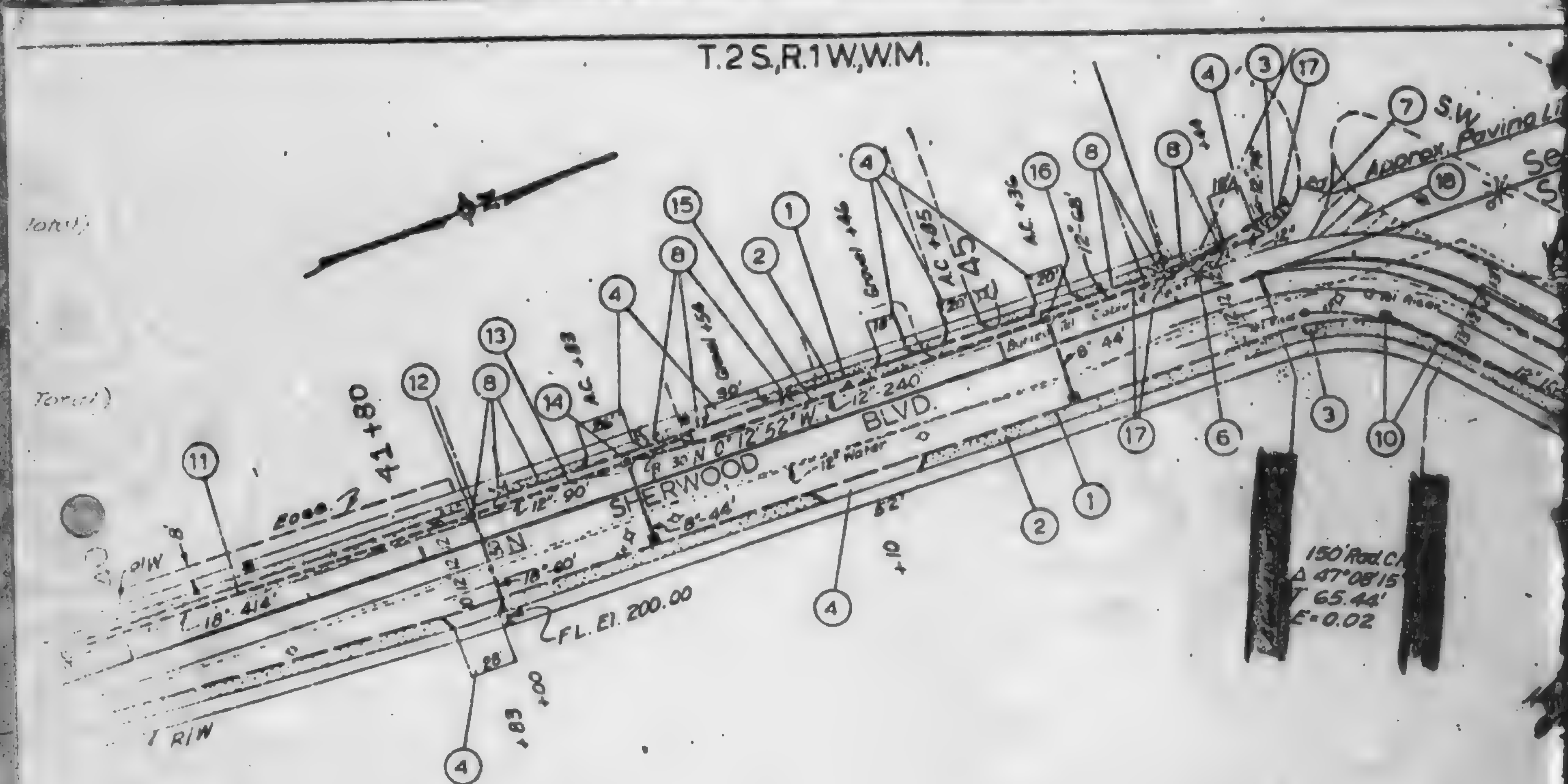
℄ Extg. Water Main
Variable
40'
℄
Future Final Stage Asph Conc Wearing Course Nom. Thkn.-1½" (By Others)
12'
12'
8'
14'
8'
Bikeway
0.5'
Asph. Conc. Base Course Class "B" or "C" Mix, Nom. Thkn.-2"
Profile Grade
Sl 0.02'/ft
Sl 0.05'/ft
Sl 0.02'/ft
Sl 2:1
Sl 0.05'/ft
Aggregate Base Nom. Comp. Thkn.-6"
Type "A" Curb, Slope Gutter 1½" As Per Note #2 Drg No. 2077

0+00 To STA. 39+00
9+00 T 41+80 (Taper Section)

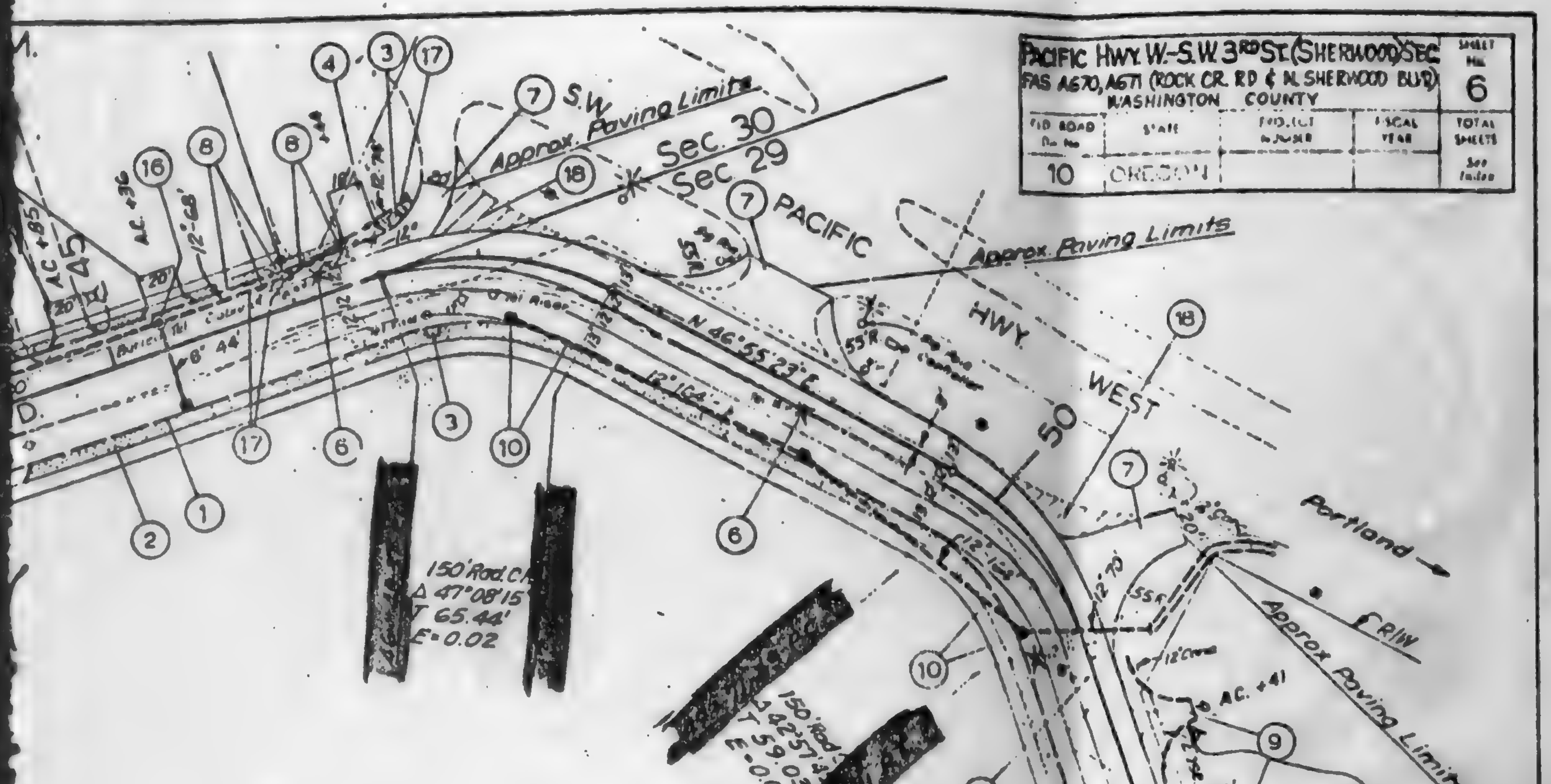


℄
48'
12'
12'
10'
8'
Bikeway
0.5'
Profile Grade
Sl 0.02'/ft
Sl 0.05'/ft
Sl 0.02'/ft
Sl 2:1
Sl 0.05'/ft

1+80 To STA. 46+48
6+48 To 47+72 (Taper Section)
Facing Details, See Section Above)

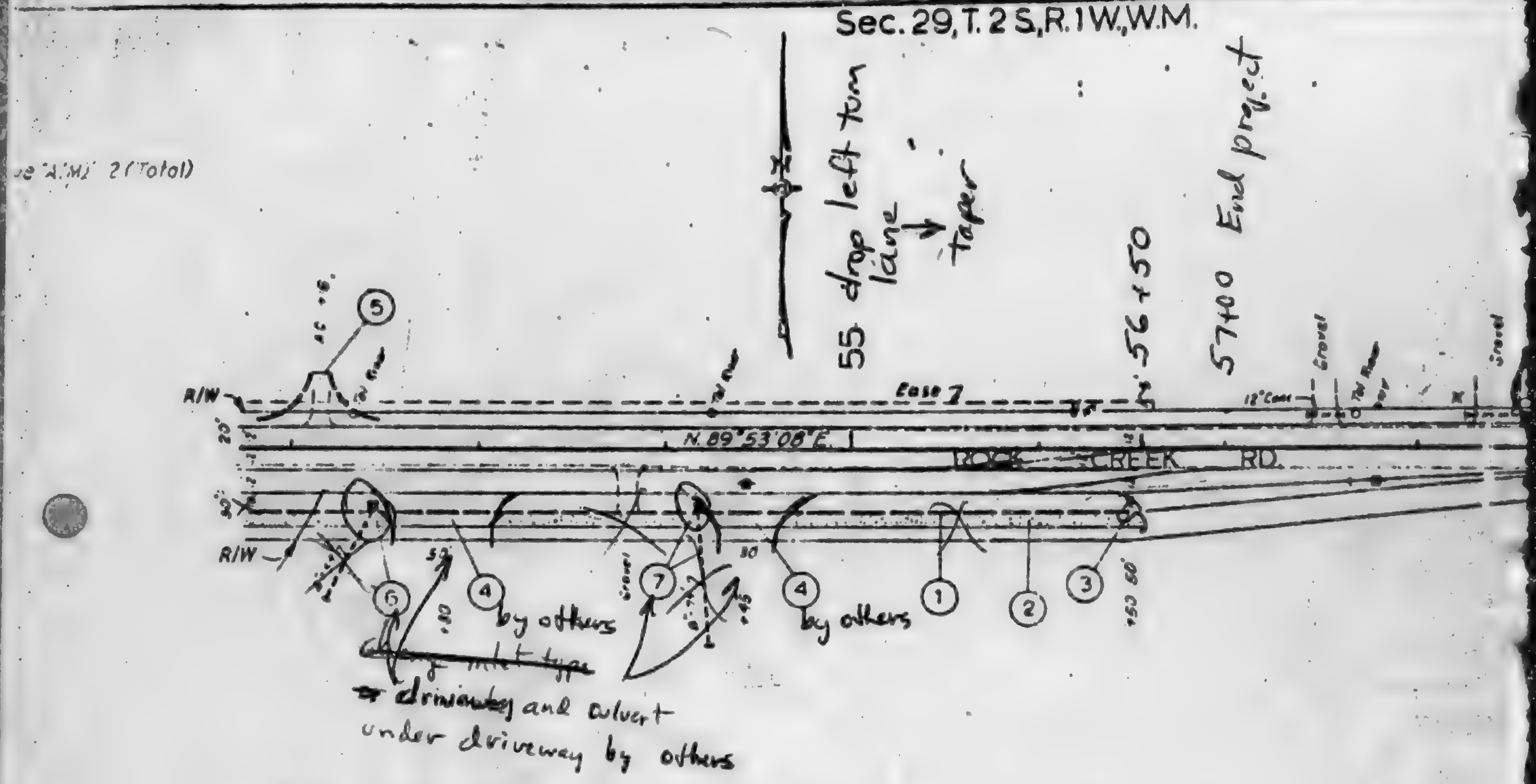

T.2S.,R.1W.,W.M.
N
SHERWOOD BLVD.
41+80
45
N 0°12'52" W
12" 240'
12" 90'
18" 60'
18" 414'
8" 44'
12" Water
FL. El. 200.00
R/W
A.C. +83
A.C. +85
A.C. +36
Gravel +54
Gravel +46
150' Rad. C.
Δ 47°08'15"
T 65.44'
E=0.02
S.W.
Approx. Paving Li
Profile Grade @ ℄
Ground Line
Subgrade
No V.C.
-0.20
210.74
1
2
3
4
6
7
8
10
11
12
13
14
15
16
17
18

| PACIFIC HWY. W.-S.W. 3RD ST. (SHERWOOD) SEC.<br>FAS A670, A671 (ROCK CR. RD & N. SHERWOOD BLVD)<br>WASHINGTON COUNTY | | | | SHEET No.<br>6 |
|---|---|---|---|---|
| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

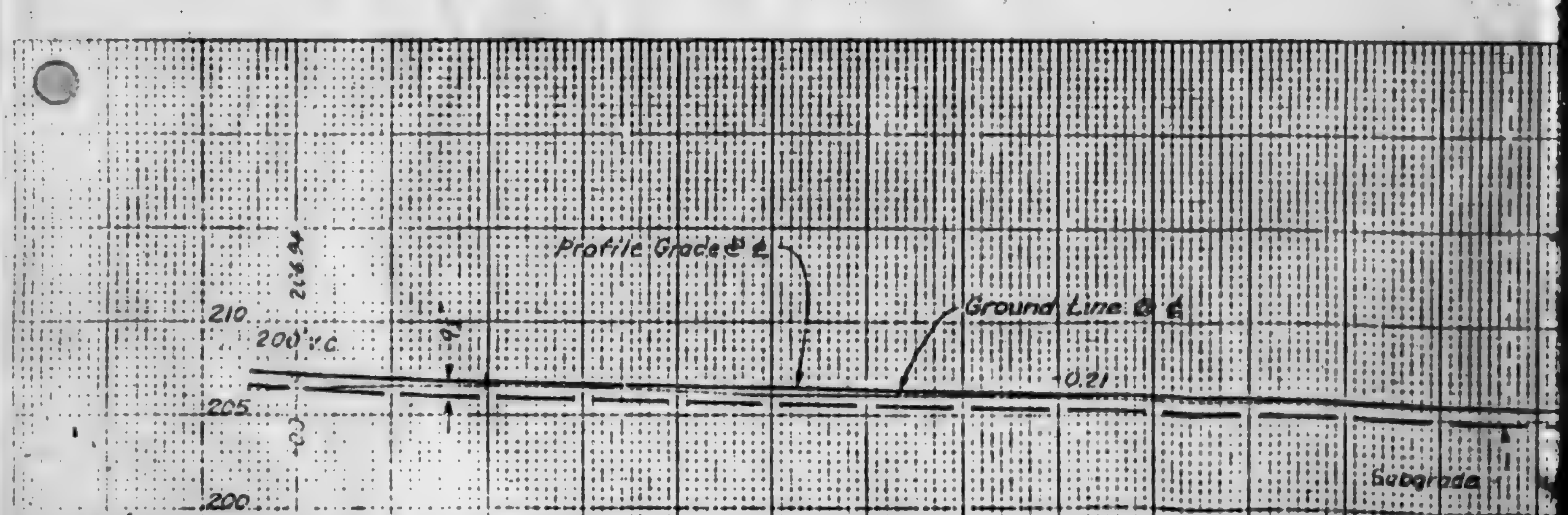


S.W.
Approx. Paving Limits
Sec. 30
Sec. 29
PACIFIC
HWY.
WEST
Approx. Paving Limits
Portland
R/W
Approx. Paving Limits
AC +85
45
A.C. +36
20'
12'-68'
8' 44'
N 46°55'23" E
12'-164'
150' Rad. C.L.
Δ 47°08'15"
T 65.44'
E = 0.02
150' Rad.
Δ 42°57'
T 59.03
E = 0.02
50
12'-128'
12'-70'
55'R
A.C. +41
A.C. +16
5'
50'
20'
driveway culverts?
drop curb & sidewalk
1
2
3
4
5
6
7
8
9
10
16
17
18
Ground Line: @ ℄
-0.20
0.60
200' V.C.
200' V.C.
208.9
206.9
215
210

Sec. 29, T. 2 S, R. 1W, W.M.

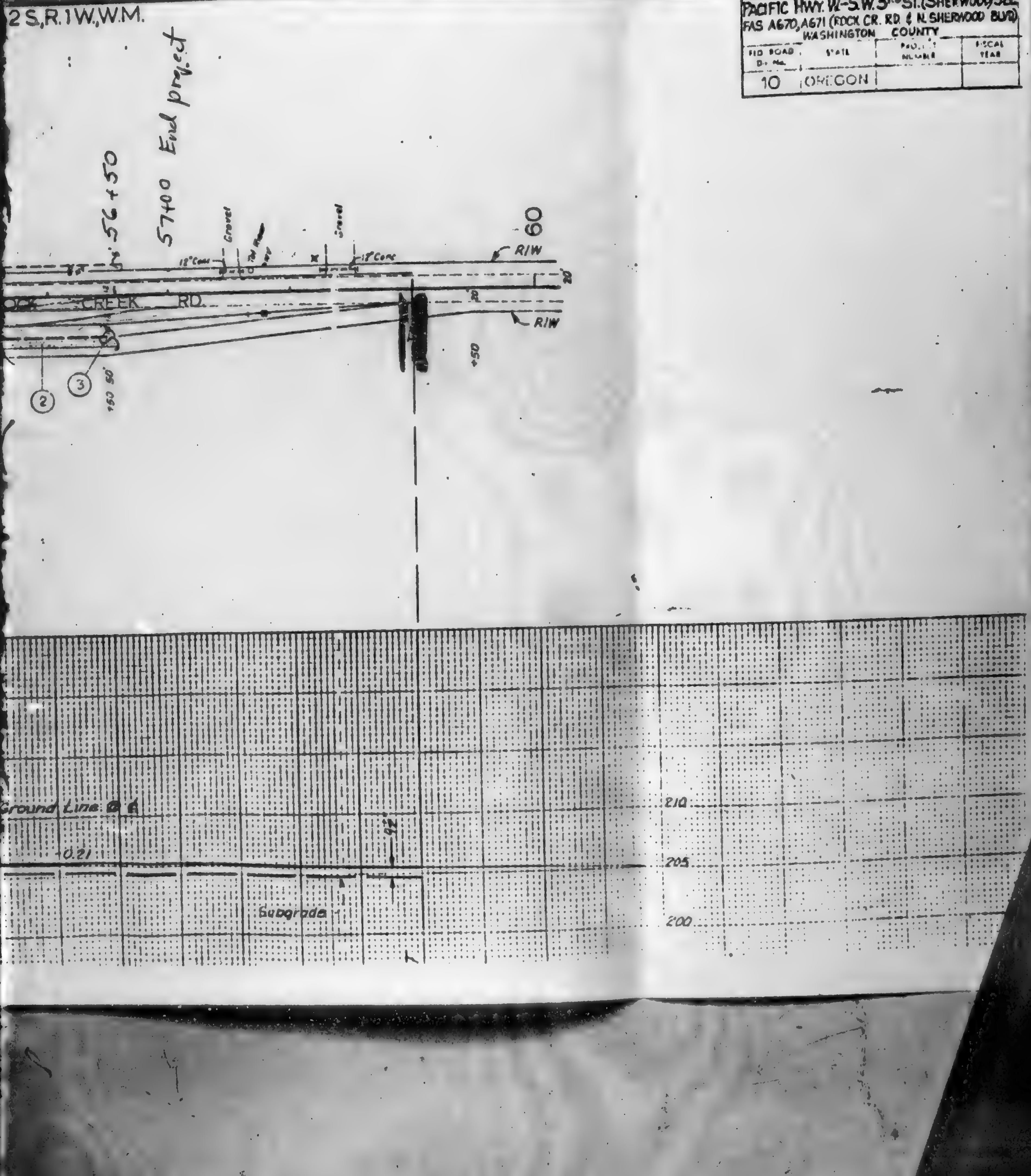

2 (Total)
55 drop left turn lane
taper
56+50
5700 End project
R/W
R/W
N. 89°53'08"E.
ROCK CREEK RD.
Ease 7
Gravel
Gravel
5
6
4
7
4
1
2
3
by others
by others
~~inlet type~~
driveway and culvert
under driveway by others

Note: shopping center has to put in driveway approaches. they can put in culverts also.

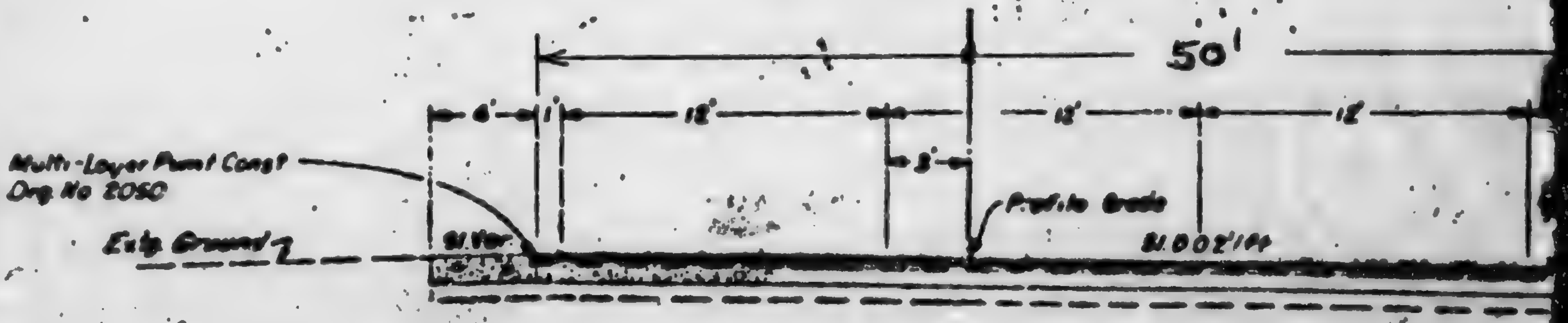

Profile Grade @ ℄
Ground Line @ ℄
210
205
200
200' V.C.
0.21
Subgrade

PACIFIC HWY. W.-S.W. 3RD ST. (SHERWOOD) SEC.
FAS A670, A671 (ROCK CR. RD. & N. SHERWOOD BLVD)
WASHINGTON COUNTY

| FED. ROAD DIV. No. | STATE | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 10 | OREGON | | |

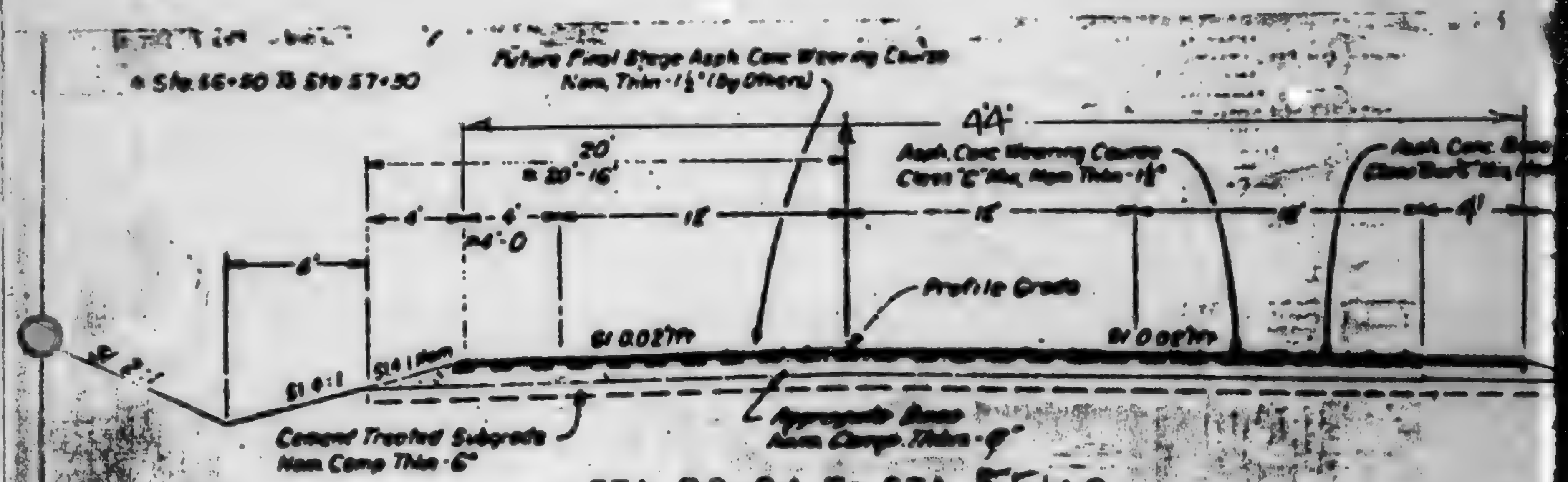


2 S.,R.1W.,W.M.
56+50
5700 End project
60
Gravel
Gravel
12" Conc
15" Conc
R/W
R/W
20'
CREEK RD.
2
3
+50
+50
Ground Line @ ℄
-0.21
Subgrade
210
205
200


50'
6'
1'
12'
12'
12'
3'
Multi-Layer Pavt Const
Dwg No 2050
Exist Ground
Sl Ver.
Profile Grade
Sl 0.02'/Ft

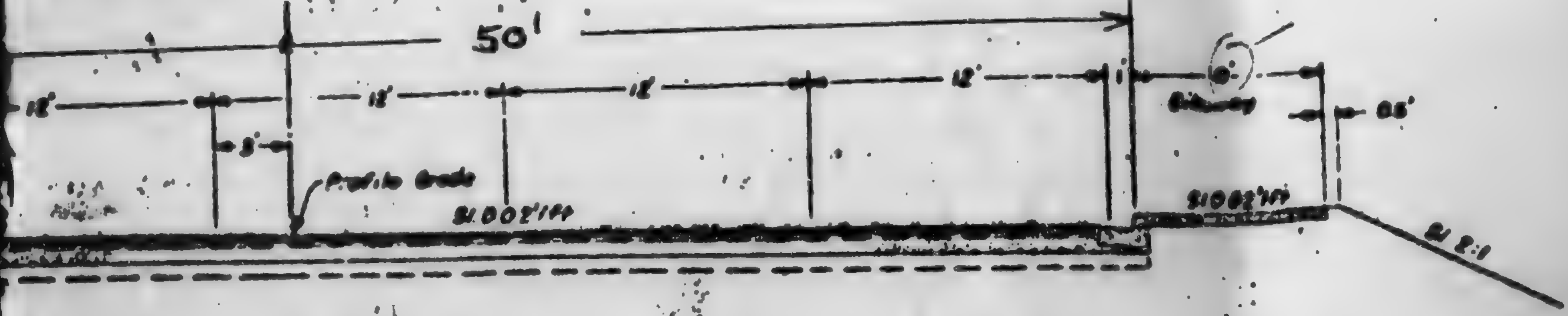
STA. 47+72 To STA. 49+72
49+72 To 50+84 (Taper Sectio

(For Surfacing Details, See Section Above)

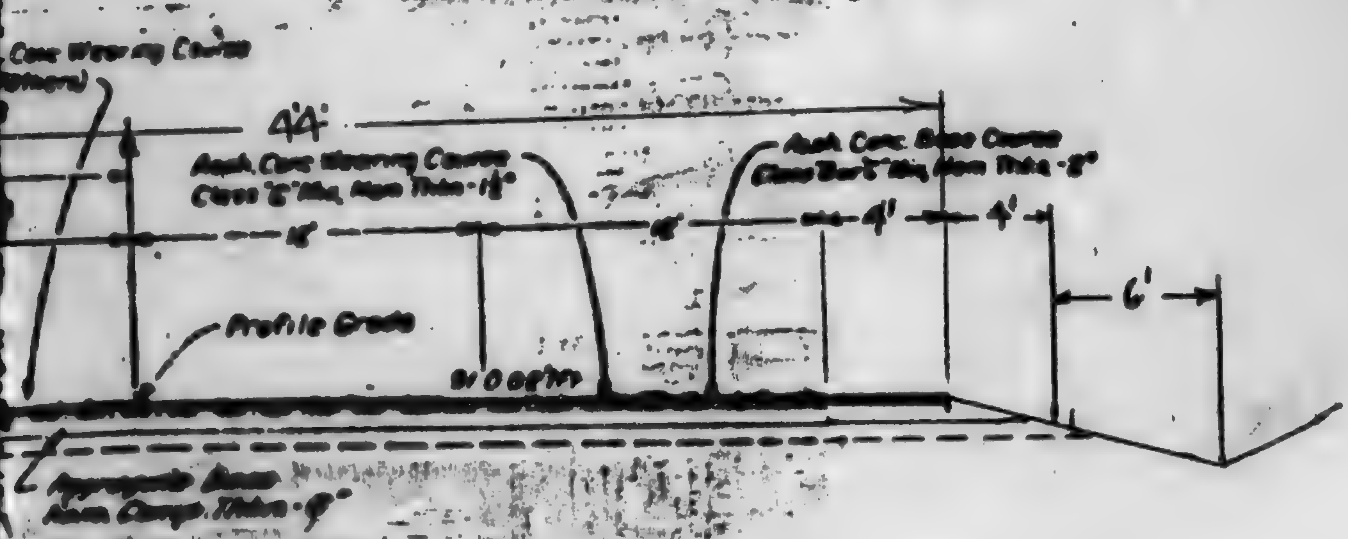

* Sta. 56+50 To Sta 57+50
Future Final Stage Asph Conc Wearing Course
Nom. Thkn-1½" (By Others)
44'
20'
* 20'-16'
4'
4'
*4'-0
12'
12'
12'
4'
6'
Asph. Conc Wearing Course
Class "C" Mix, Nom Thkn-1½"
Asph. Conc. Base
Profile Grade
Sl 2:1
Sl 4:1
Sl 4:1 Nom
Sl 0.02'/Ft
Sl 0.02'/Ft
Cement Treated Subgrade
Nom Comp Thkn-6"
Aggregate Base
Nom Comp. Thkn-6"

STA. 50+84 To STA. 55+00

55+00 to 57+00
(Taper Section)


50'
12'
12'
12'
12'
5'
Profile Grade
Sl. 0.02'/Ft
Sl 0.02'/Ft
Bikeway
0.5'
Sl 2:1

STA. 47+72 To STA. 49+72
49+72 To 50+84 (Taper Section)
(For Surfacing Details, See Section Above)


Conc Wearing Course
(others)
44'
Asph. Conc. Wearing Course
Class "B" Mix, Nom Thick - 1½"
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom Thick - 3"
12'
12'
4'
4'
6'
Profile Grade
Sl 0.02'/Ft
Aggregate Base
Nom Comp. Thick - 9"

.84 To STA. 55+00

+00 to 57+00
(Taper Section)

8752

FAS 671

✓ Versteeg
Christensen
George
Olson
[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
JAN 31 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Salem, Oregon
January 31, 1978

**ORIGINAL SIGNED**
**DUANE O. CHRISTENSEN**

Duane O. Christensen
Final Design Engineer

Robert T. Ewen
Metro Location Engineer

Pacific Hwy. E.-S.W. 3rd St.
(Sherwood)
Rock Creek Road and
N. Sherwood Boulevard
Washington County

As per your request by letter of January 13, 1978, hereby is submitted the following:

| | | |
|---|---|---|
| 17 | Sheets | Contract Plans (Revisions in red) |
| 3 | Sheets | Cost Estimate (Original - Full Project) |
| 3 | Sheets | Cost Estimate (Downscoped) |
| 1 | Sheet | Traffic Signals |
| 1 | Sheet | Raised Island |

Downscoping of the project consisted of the following items requested by the City of Sherwood and some additional items, as reviewed with you.

1. Reduced width to 40', Sta. 39+00 to Sta. 46+48.
2. End Project Sta. 54+00.
3. End curb and sidewalk, Sta. 50+84 Rt.
4. These items were deleted:
   a. Pedestrian signal; (approximately $12,000) to be financed by the school district.
   b. Traffic signal at Six Corners; (approximately $45,000) to be financed by Shopping Center Developer.
   c. Water main protection; to be performed by City of Sherwood.

The funds for the pedestrian and traffic signals, being furnished by others, must be on deposit with the Highway Commission before the project advertising date.

Please review the proposed downscoping and submit to the City and County for their approval. This project is scheduled for May 25, 1978. Please return the revised plan sheets by March 1, 1978.

LKW:ab
cc: L. K. Watson

8752

STATE OF OREG
DEPARTMENT OF TRANSPORTATION

INTERO CE MEMO FAS 670
Metropolitan Branch

TO: J. H. VERSTEEG, Head
Engineering Section

DATE: January 23, 1978

FROM: ROBERT T. EWEN Robert T. Ewen
Location Engineer

SUBJECT: Pacific Hwy. West-Third Street
City of Sherwood
Washington County
Prefix: 534-1928

The attached letter from City of Sherwood appears the storm sewer design as shown on preliminary plans for subject project. The city also accepts responsibility for this system and the outfall beyond the Hite property.

Please advise if any further information is required relative to storm sewer plans.

ja
Attachment
cc: D. R. Adams
M. J. Klotz

1 Versteeg ✓
? 2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JAN 24 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Dorn
Cole
Semple
Eriksen
✓ Watson
Hager
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Sherwood
EST 1892

P. O. Box 167
Sherwood, Oregon 97140
625-5522 625-7377

January 13, 1978

Mr. R. T. Ewen
Highway Division
Department of Transportation
5821 N. E. Glisan St.
Portland, Or. 97213

Subject: N. Sherwood Blvd. storm sewer

Dear Mr. Ewen:

The City of Sherwood hereby approves the plan as presented for the storm sewer system on N. Sherwood Boulevard. The City further agrees to be responsible for this system from the point of termination at the West property line of Hite's property.

Sincerely,

Tad L. Milburn
City Administrator

Metro
TECHNICAL
SERVICES UNIT
E
JAN 16 1978

8752

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 10, 1978

NOTED
E. S. HUNTER

E. V. Edwards, Jr.
16105 S. W. Edy Road
Sherwood, OR 97140

Dear Mrs. Edwards:

Re: Pacific Hwy. E.-S.W. 3rd St. (Sherwood)
Rock Cr. Rd. & N. Sherwood Blvd.
Washington County

I recently received a copy of your letter, to City of Sherwood Mayor Jack Harper, and would like to thank you for your concern and interest in the subject project. This is a City of Sherwood Federal Aid Urban project and we are preparing the plans for them at their direction.

Since the preliminary plans, as presently prepared, are beyond the funding capability of the City, they are reviewing the project to determine how it can be downscoped or revised to come within their funding limitations.

We are confident that the City will review the project thoroughly and take all matters into consideration before making a final determination on which items should be revised or eliminated. Our Metropolitan Branch in Portland will also review their recommendations thoroughly.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
JAN 11 '78
REFER TO

FOR

| Info | Invest | R/D | O/R | Sign | Ans | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

DOC:ab
cc: E. S. Hunter
R. N. Bothman

Form 81-734-3122

RECEIVED

DEC 2[illegible] 1977

District 3

Mayor Jack Harper
Sherwood City Hall
Sherwood, OR 97140

Dear Mayor Harper:

As a resident of Edy Road I am extremely concerned about the traffic patterns for the proposed shopping center.

The Six Corners area is now one big traffic jam during peak traffic times, by eliminating the traffic light and the right hand turn lane it would appear to worsen the existing problem.

I am pleased the sidewalks, bike paths and storm sewers have not been cut from the proposed imporvements as they are also badly needed.

I would be grateful if your staff would reconsider cutting these two improvements.

Sincerely,

E. Edwards

Mrs. E.V. Edwards, Jr.

cc: Oregon State Highway Dept.

NOTED
L.E. GEORGE

DISTRICT 2-A

DEC 19 1977

☐ DE ☐ ADE ☐ DOM ☒ SEC

8752

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 15, 1977

FILE:

FAS - AL71

FROM: J. H. Versteeg
Head of Engineering

J H Versteeg

TO: Don Adams
Project Development Manager

SUBJECT: Pacific Higwhay W.-Sherwood Blvd.
Prefix 534-1928

We cannot work on this project in Final Design until the following questions have been answered.

1. FUNDING

   This project was programmed at $430,000. The present cost estimate is $750,000. The scope or the length of the project should be revised to reduce the cost to the programmed amount or additional funds should be obtained for the project.

2. STORM SEWER

   a. The cost and size of the storm sewer's detention time for street runoff and the detention time for the runoff for the shopping center's parking lot need to be determined.

   b. The shopping center's contribution directly to the project for additional storm sewer sizes including the outfall sewer should be determined.

   c. The joint City/shopping center long-term responsibility for the storm water at the sewer outfall should be determined.

3. Right-of-way or easements for the outfall sewer should be acquired.

Please advise when the funding, storm sewer and right-of-way questions have been resolved to your satisfaction and we will complete the final contract plans and specifications for this FAUS project.

FAS - AL70 and AL71

JHV:jh
cc: D. H. Moehring
Duane Christensen

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
NOV 16 1977

File: PM FA
LG OP
TAA ______

8752

**STATE OF OREGON**

**INTEROFFICE MEMO** 534-1928

**DATE:** November 7, 1977

**TO:** The Files

**FROM:** R.T. Ewen
Location Engineer

**SUBJECT:** Pacific Hwy W. - Sherwood Blvd.
Prefix 534-1928

On this date, I attended a meeting in the Salem Design Office, regarding subject project and the difficulties pertaining to the development thereof. In attendance were the following:

Duane Christensen
Norm Henry
Steve McNaab
Dick Lenz
Bob Ewen

The first item of discussion concerned the right-of-way easements required for slopes to develop the project as now in design. I reported that the City was having difficulties obtaining the easements under the procedures they had originally anticipated. It appears that the City will not be able to acquire the easements by dedication.

The second item for discussion was the outfall for the storm sewers. I reported that my meeting with the City has not been successful. The City has been advised by their attorney that the storm water should be released at the right-of-way line. The City has also approached the adjacent owner for an easement through the first property downstream from the right-of-way for installation of a pipe. The outfall of this pipe extension develops into more problem areas for the City. There is one additional piece of private property downstream, then a short section of property now being developed into a city park. It appears to me that any extension of the storm drainage beyond one property west of the project would require development of a negative declaration and the inclusion of a 4f statement.

The storm sewer outfall was left for me to have a meeting with the City and obtain in writing from the city, a letter stating the treatment they desire for us to implement in the design of the project.

The next item discussed was the detention of water in order to minimize the outflow and minimize the size of pipe which would decrease any damage to downstream property. Steve McNaab presented a plan for which he believes the shopping center developer could implement that would reduce or detain 11.5 cu. ft. of water, allowing an outflow of 3.5 from their system. A like

81-125-1307

detention system for our highway runoff was also discussed, and believed by the group in attendance should be followed. This procedure for detention of water conforms with our hydraulic policy now being developed by the Hydraulics Unit.

In addition, I was advised that the project for construction as now designed is $750,000. This is a considerable increase over the $430,000 originally programmed. I was requested to contact the City and County if this additional cost will be a problem in the remainder of their FASC program and is available.

The City has requested me to find out if it was feasible to eliminate the sidewalk on one side of the roadway, shift the line, and in that way alleviate the need for slope easements. After conferring with Christensen and Henry, it was determined that this was not possible. It was held by this design team that sidewalks for an improvement on this facility is required on both sides, since the schools are on one side, golf course and shopping center on the other side. The pedestrian traffic is not oriented to one side of the roadway. It was also determined that slope easements would still be required even by eliminating one of the sidewalks.

The conclusion of the meeting was that I would advise the City of the time limitations we now have for bringing the project to contract, and the additional time required if we have to go through a neg. dec. and 4f statement. The first date now leads us into the month of March for advertising for bids. If we went through a neg. dec. or 4f statement, it would undoubtedly be delayed one year. A meeting with the City should also be called. I suggested that we meet with the Developer, the County, the City and the State to discuss the detention features of the storm sewer and come to an agreement on this significant design feature. The meeting will be scheduled for late next week if all parties are agreeable.

js

cc: D. Christensen
D. Adams
M. Klotz

1 Versteeg
2 Christensen
George
3 Olson
Terpin
Sullivan
Scott
Savage

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8752

# PROJECT MANAGEMENT OFFICE MEMO

A671

Date 11-7-77

Subject Sherwood (3rd - ) FAS-C File No.

Received (call) ~~(visit)~~ from Duane Christensen

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

1) Orig 480,000
Pres Est 755,000
2) Meeting w/Bob Ewen at 1:30 PM - Wants info by then
3) Any problems w/ Fed portion financing?
4) Ewen then plans to take details to City

Note - Orange furnished info
Ewen to follow up w/Co

Signature S Wemer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

8752

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 25, 1977

**FROM:** Adele L. Egan
R/W Office Unit Supervisor

**TO:** Ken Rolfe
Region 1 R/W Supervisor

**SUBJECT:** File 59695
Pacific Hwy. W.-S. 3rd St. (Sherwood)
N. Sherwood Boulevard
Washington County
FAS-e

Attached you will find one revised option form in sextuplet covering right of way to be acquired in connection with the North Sherwood Boulevard in Washington County.

This description has been revised by the addition of a permanent easement for a sewer line.

Enclosed, for your information, is a copy of the Revision Request.

We are attaching three prints of a section of map 9B-15-9 covering this area and bearing our date of October 24, 1977.

| File No. | Name | Area |
|---|---|---|
| 49695 | Woodrow W. Hite, et al | 0.04 acre, ease. P.1<br>0.20 acre, ease. P.2 |

AC:mp
Enc. Option, rev.req., maps

cc: Ed Hardt, w/2 prints
Milner Mead, w/1 print
Frank Lowe
Title, w/1 print
Don Harwell, Co-City
Armand Riveness, w/Exhibit

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
OCT 26 1977
File: PM FA
TAA LG OP

8757

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 12, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: 3rd-Pine St. (Sherwood)

TO: MEMO TO THE FILES

NOTED
E. S. HUNTE

On September 23, 1977, a meeting was held with City of Sherwood Officials to resolve a number of problems concerning the project. A copy of Lyle Watson's memo of this meeting is attached. One of the items left to be resolved after the meeting, was that of the sewer outfall at Sta. 28+25.

The City was to select one of the alternate outfall treatments after discussions with the property owners and submit their decision to Mr. Ewen by October 15, 1977. Metro was then to do the field work and submit it to the Salem Design Office. This data will then be used to prepare right-of-way descriptions (two weeks) to submit to the Right-of-Way Section.

The field data is needed by October 21st if this project is to meet the PMS and contracting schedule. Any delays after this date will set the project back accordingly.

DOC:az
cc: E. S. Hunter
R. N. Bothman
R. Ewen
F. Scott
J. B. Boyd
L. K. Watson

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REFER TO
FOR
Info Invest R/D O/R Sign Act File

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FAS Misc

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 23, 1977

FILE:

Lyle K Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Pacific Highway W.-S.W. 3rd St.
(Sherwood) Section
FAS A670, A671 (Rock Cr. Rd. &
N. Sherwood Blvd.)
Washington County

The following people were present to discuss the subject project on Thursday, September 22, 1977:

Jim Parr, Councilman, Sherwood
Tad Milburn, City Administrator, Sherwood
Marvin D. Bowen, School District 88J
Kermit H. Carliie, School District 88J Chariman
Elvin Pitney, School District 88J Superintendent
Bob Ewen, ODOT
Lyle K. Watson, ODOT
Norman Henry, ODOT

School Property Discussion:

The combination sidewalk and bikeway will be constructed adjacent to the curb across the school property. A proposed easement for bikeway construction on school property will be cancelled. A minimum of 35' for accesses will be located at engineer's stations 11+53, 14+20±, 20+45 and 23+45. Final location of the access, at station 14+20±, will be determined after the school board has located a proposed parking lot. They will notify the resident engineer as to location during the project construction. A 20' joint use access will be located at approximately engineer's station 19+50. This access is for the private property located between the two school properties.

Two pedestrian signals, with push buttons, will be located opposite the present access walks on school property approximate engineer stations 12+80 and 22+00. Sidewalk ramps will be provided at these locations.

The City and School District are to discuss allowing school property drainage to be discharged into the storm drain right of engineer's station 23+20±. If allowed, number of cfs and flowline of sewer pipe, to be furnished to Mr. Bob Ewen.

Shopping Center Drainage:

The City of Sherwood will require that the Shopping Center developer design his storm sewer with a storage area and that the discharge into the street storm sewer be limited to 3.7 cfs. The discharge will

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be connected at approximately engineer's station 42+00. The street storm sewer will be revised accordingly.

Storm Sewer Outlet:

The storm sewer outlet, left of engineer's station 28+25, will discharge upon private property which will require a drainage easement. The City will determine one of the following methods to be used through the drainage easement.

1. A stepped ditch using gabions
2. Riprap ditch
3. Storm sewer

Various lengths of pipe, ditch and cost estimates were furnished to the City. The City will notify Mr. Ewen by October 15, 1977, as to the system and length desired. He will obtain the necessary field information so that the design and easement description may be completed.

Water Main Protection:

It is anticipated that the 12" water main will require some concrete slab protection and/or encasement at various locations where construction cover will be less than one foot. The City will pot hole the water main to determine cover and protection required prior to construction.

The contractor will be notified that exceptional care is to be taken to protect the water main. Any damage caused by the contractor's operation requiring repairs will be at his expense. The above is covered by Standard Specifications Sections 105.07, 107.19 and 107.22.

Pine Street Overlay:

The overlay of this street will not be included in this project.

A note will be placed in the Special Provisions that "No trees will be removed unless directed by the Engineer".

Informational copies of the plans and estimates were left with the City and School Board on the various phases of the project as discussed.

Dick Lenz

LKW:az
cc: Tad Milburn, City Administrator
Elvin Pitney, School Superintendent
Bob Ewen
Lyle Watson
L. E. George
Jack Sullivan
F. O. Scott

8752 FAS A671

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 6, 1977.

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Pacific Highway West-3rd St. (Sherwood)
FAS A671 N. Sherwood Blvd.
Washington County

TO: MEMO TO THE FILES

Advised by Rod Henry this date Tuesday, September 6, 1977, that right-of-way for subject project will be provided by the City through donations. If the City is not able to provide the right-of-way, the County will then proceed to purchase or request the State to do so. No federal funds are involved in securing the right-of-way.

Descriptions have been furnished to the City of Sherwood for their use in securing the right-of-way.

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DOC:az
cc: J. B. Boyd
R. N. Bothman
E. L. Hardt
D. H. Moehring
F. O. Scott
L. K. Watson

8752

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 15, 1977

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Ken Rolfe
Reg. R/W Supervisor

REGION I

SUBJECT: File 49694

Pacific Highway West-S.W. 3rd St. Sec.
N. Sherwood Blvd.

Attached you will find eleven original Option forms in sextuplet covering right of way to be acquired in connection with Pacific Highway West-S. W. 3rd St. (Sherwood) Section of N. Sherwood Blvd. in Washington County. This contract is scheduled for letting in the first part of 1978.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Will you be writing up a Right of Way Service Agreement?

If you need a special Option or Easement for the City, let us know if we can help.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 10, 1977.

We are forwarding under separate cover three prints of Map 9B-15-9 covering this area and bearing our date of August 15, 1977.

You will find the file number, name and area for each of the above mentioned files on the attached sheet.

AC:nn
Enc. 11 Options, etc.
cc: Ed Hardt
Milner Mead/Auth. List
Frank Lowe
Title
A. Riveness/Exhibit
Don Harwell

HAL

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 16 1977
File: PM FA
TAA ______ LG OP

Form [illegible]

Oregon State Highway Department
DESIGN DIVISION

Sheet No. ........ of ........

# AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway: N. Sherwood Boulevard
County: Washington
Unit:
Survey Approved:
Section: Pacific Highway West-S.W. 3rd St. (Sherwood)
Sta. 11+50 Sta. 59+50
R/W Map No. 9B-15-9 — 82-13
Cost Distribution:

| | | | CONTROL ACCESS | | | ACTION | | | | | | PURPOSE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| File No. | NAME | | Complete | Limit Use | Limit Loc. | None | Purchase | Lease | Easement | Encroach | Sale | R/W | Stock Pile | Maintenance | Gravel Pit | Quarry | Park |
| ✓ 49694 | Stanley J. Neater | 0.05 | | | | X | | | X | | | | Slopes | | | | |
| ✓ 49695 | Woodrow W. Hite et al | 0.04 | | | | X | | | X | | | | Slopes & Drainage | | | | |
| ✓ 49696 | Ferdinand W. & Leola M. Langer | 0.02 | | | | X | | | X | | | | Slopes | | | | |
| ✓ 49697 | Ferdinand Marcel Hite & Mary M. Hite | 0.09 | | | | X | | | X | | | | Slopes & Drainage | | | | |
| ✓ 49760 | Sherwood Plaza Inc. | 0.08 | | | | X | | | X | | | | Slopes | | | | |
| ✓ 49761 | Ferdinand Langer Jr. & Gertrude Langer | 0.06 | | | | X | | | X | | | | Slopes | | | | |
| ✓ 49762 | Clarence Dean & Lillian Laverne Langer | - 1.07<br>150 | | | | X | R<br>X | | | | | X | | | | | |
| ✓ 49801 | Union High School District No. 9 | 0.4 | | | | X | | | X | | | | Bike Path | | | | |
| ✓ 49802 | Harold A. Coleman | 0.01 | | | | X | | | X | | | | Bike Path | | | | |
| ✓ 49803 | Agnes M. Hite | 0.02 | | | | X | | | X | | | | Bike Path | | | | |
| ✓ 49804 | School District No. 88 | 0.01 | | | | X | | | X | | | | Slopes | | | | |

11+2

Submitted: Floyd O. Scott — Floyd O. Scott, R/W Description Engineer — Date: AUG 10 1977
Approved: ............ Assistant Design Engineer — Date:
Approved: ............ R/W Engineer — Date:

8752

Wash. Co.

Salem, Oregon
August 10, 1977

Pacific Highway West-S.W. 3rd St.
(Sherwood) Section
N. Sherwood Boulevard
Washington County

J. N. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

Attached are 11 Files (13 Parcels) and an authorization covering R/W and easements for the subject project, which is scheduled for the first quarter of 1978.

A drainage investigation is being made by the field crew which may require additional easements left of Station 27+85 (File 49695 and possibly some new Files).

However, Mr. Rolfs requested that the completed descriptions be submitted now, so he could have the options as soon as possible.

Prints of R/W Map 9B-15-9 will be delivered to your office soon.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

8752

Sherwood

Salem, Oregon
June 21, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Frank Terpin
Location Engineer

Storm Sewer Outfall
Pacific Highway West-
S.W. 3rd St. (Sherwood) Sec.
FAS A671 (N. Sherwood Blvd.)
Washington County
Prefix No. 934-1928

At Sta. 27+83 Lt. a proposed storm sewer will discharge about 30 c.f.s. into an existing draw. Please review the downstream capacity and make recommendations for erosion control.

Attached are xerox prints of the location map, city map and pictures of the area in question.

NLH:az
cc: L. K. Watson

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Wash. Co.

**OREGON STATE**
**HIGHWAY DIVISION**

June 10, 1977

Subject: Third Street-Southwest Pacific Hwy.
Sherwood Boulevard
Washington County
Prefix: 534-1928

To: D.O. Christensen

This is to confirm our telephmne conversation as of June 8, 1977 in regards to the drainage revision on the subject project.

During the location we encountered about 700-ft. of roadway drainage on the north end of the project that was very difficult to find an outfall. One way was to continue east on Edy Road for about 1600-ft. Another solution was to take the water to the ditch on Southwest Pacific Hwy. West. The third solution is to put this water into the proposed shopping center system.

The city, County and shopping center developers agreed to this solution, however it did require the shopping center to redesign their system to accommodate our water. They in turn ask to run their parking lot water into our system, which in my opinion is a equal trade-off. This will require the system on Sherwood Boulevard to be redesigned to accommodate their water. The city and county have been informed that there would be an increase in the construction cost, which they did not have any ojections.

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J. W. Cochell
James W. Cochell
Resident Engineer

cc: R. T. Ewen
File

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BY FINAL DESIGN ENGINEER

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Eriksen ____ Watson ____
Hager ____ Wolfe ____

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BY FINAL DESIGN ENGINEER

5-24-77

Use their stds as much as possible.

Their request for 100 yr. life storm drain pipe will probably limit to concrete pipe. This request is justification to specify only one type of pipe if that's all that will qualify

Doc

**STATE OF OREGON** **INTEROFFICE MEMO** Washington

**DATE:** May 20, 1977

**TO:** AL VERSTEEG
Road Design Engineer

**FROM:** ROBERT T. EWEN Robert T. Ewen
Region Location Engineer

**SUBJECT:** Third Street-Southwest Pacific Highway
Sherwood Boulevard
Washington County
Prefix: 534-1928

I am forwarding herewith a letter from Washington County concerning some design requests on the subject project. Request No. 1 is relative to the recommended type of catch basin; request No. 2 is relative to the storm drainpipe; and No. 3 is a request for the county driveway standards to be utilized on this project.

Please investigate and implement these requests in the final design as per your considerations.

ja
cc: E. L. Hardt
Jim Cochell
Enclosures

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BY FINAL DESIGN ENGINEER

534-1928

FORM 2-30 (REV. 10-69)

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 SW Sholls Ferry Road
May 17, 1977

SUBJECT: 3rd & Pine St-SW Pacific Hwy. West
North Sherwood Blvd.
Washington County

To: R.N. Bothman
Ass't. State Hwy. Engr.

Att'n: R.T. Ewen
Region Location Engr.

For your information am forwarding a letter from Washington County stating some comments and recommendations on the preliminary design on the above mentioned project. Also enclosed is a copy of their driveway standards which they would prefer to be used.

J. W. Cochell
James W. Cochell
Resident Engineer

cc: File

E
ME FE PR1 [✓ PR2] DE
O.S.H.D. - METRO
MAY 18 1977
[✓ FILE] J/A

**WASHINGTON COUNTY**
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

**DEPT. OF PUBLIC WORKS**
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

May 12, 1977

Jim Cochell
Resident Engineer
Oregon State Highway Division
2131 S.W. Scholls Ferry Road
Portland, Oregon 97221

Subject: Third and Pine Street to Pacific Highway West Section of North Sherwood Blvd. Project

Dear Jim:

We have reviewed the preliminary design for this project and have a few comments comments I hope you will consider in the design.

1. At locations where a storm drain turns a corner at a catch basin or serves as a junction point at a catch basin, we would recommend type CG2 or G2 basins be used. These are a little bit larger and would allow our pipe flushing equipment to be placed in the catch basin. These appear to occur at stations 14+25, 15+50, 43+75, 45+50, and 50+75.

2. We would recommend that the storm drain pipe used be of at least 100 year life expectancy in its thickness or coating design.

3. I hope you will use our driveway standard, rather than the State's, if possible. Enclosed is a copy of our driveway standards.

In addition, you and I discussed by telephone a few other design considerations, such as spacing of catch basins, storm drain design, and type of catch basin. Other than these few minor comments, the design looks fine and I hope we can progress with a good and economical project. Should you have any questions, please feel free to contact the County.

Very truly yours,

Jerry Morse

Jerome J. Morse, P.E.
Chief, Engineering Services

RECEIVED
MAY 16 1977

JJM:ja
Enclosure

RE ARE OE

WASHINGTON COUNTY

DEPT OF PUBLIC WORKS

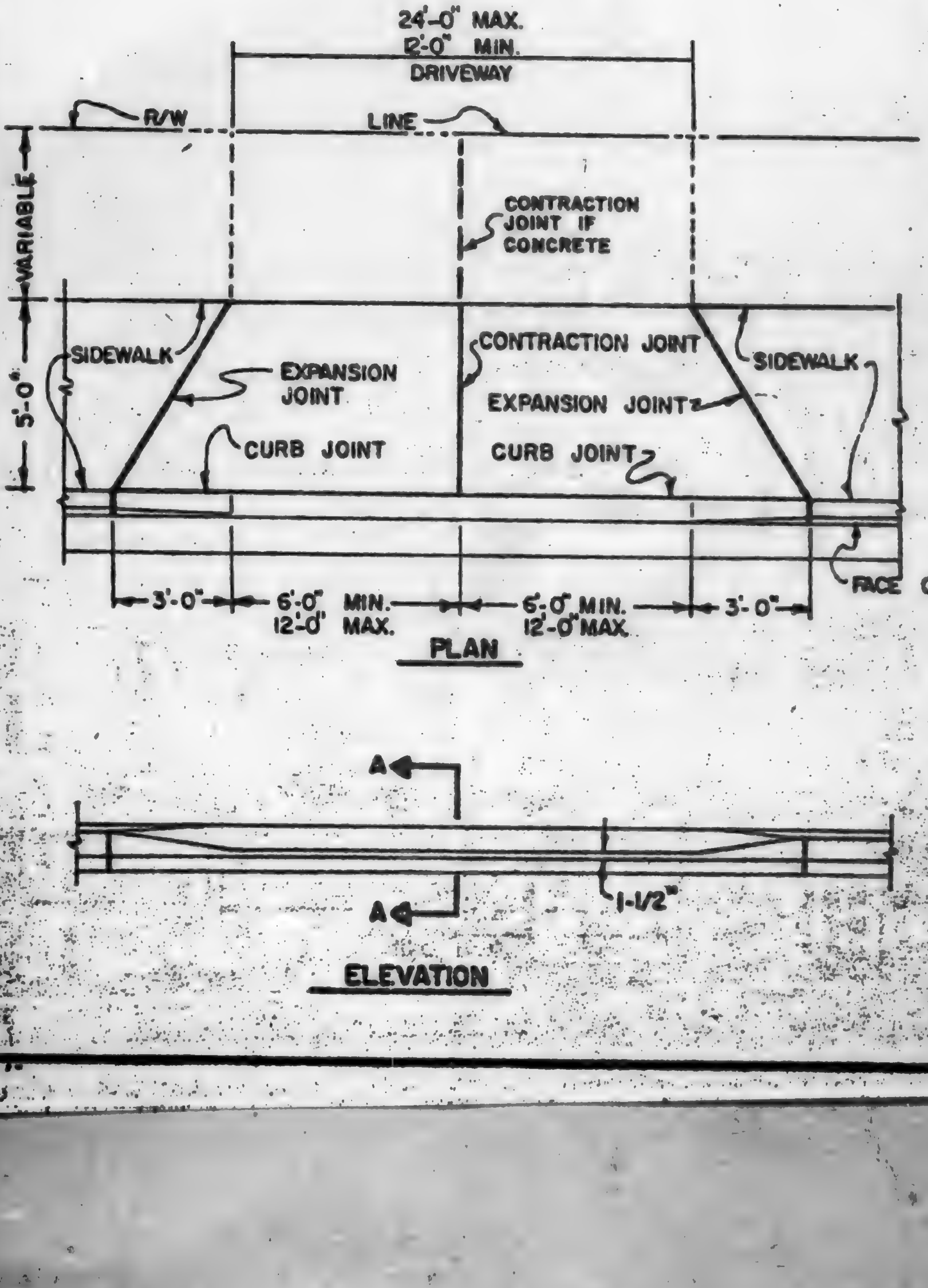
DATE 9-13-72

COUNTY ENGINEER

REVISED 5-2-74

# RESIDENTIAL DRIVEWAY

NUMBER DW-1



24'-0" MAX.
12'-0" MIN.
DRIVEWAY
R/W
LINE
VARIABLE
CONTRACTION JOINT IF CONCRETE
SIDEWALK
EXPANSION JOINT
CONTRACTION JOINT
SIDEWALK
EXPANSION JOINT
5'-0"
CURB JOINT
CURB JOINT
FACE OF CURB
3'-0"
6'-0" MIN.
12'-0" MAX.
6'-0" MIN.
12'-0" MAX.
3'-0"
PLAN
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1-1/2"
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**CURB AND GUTT**
DETAIL DRAWING.

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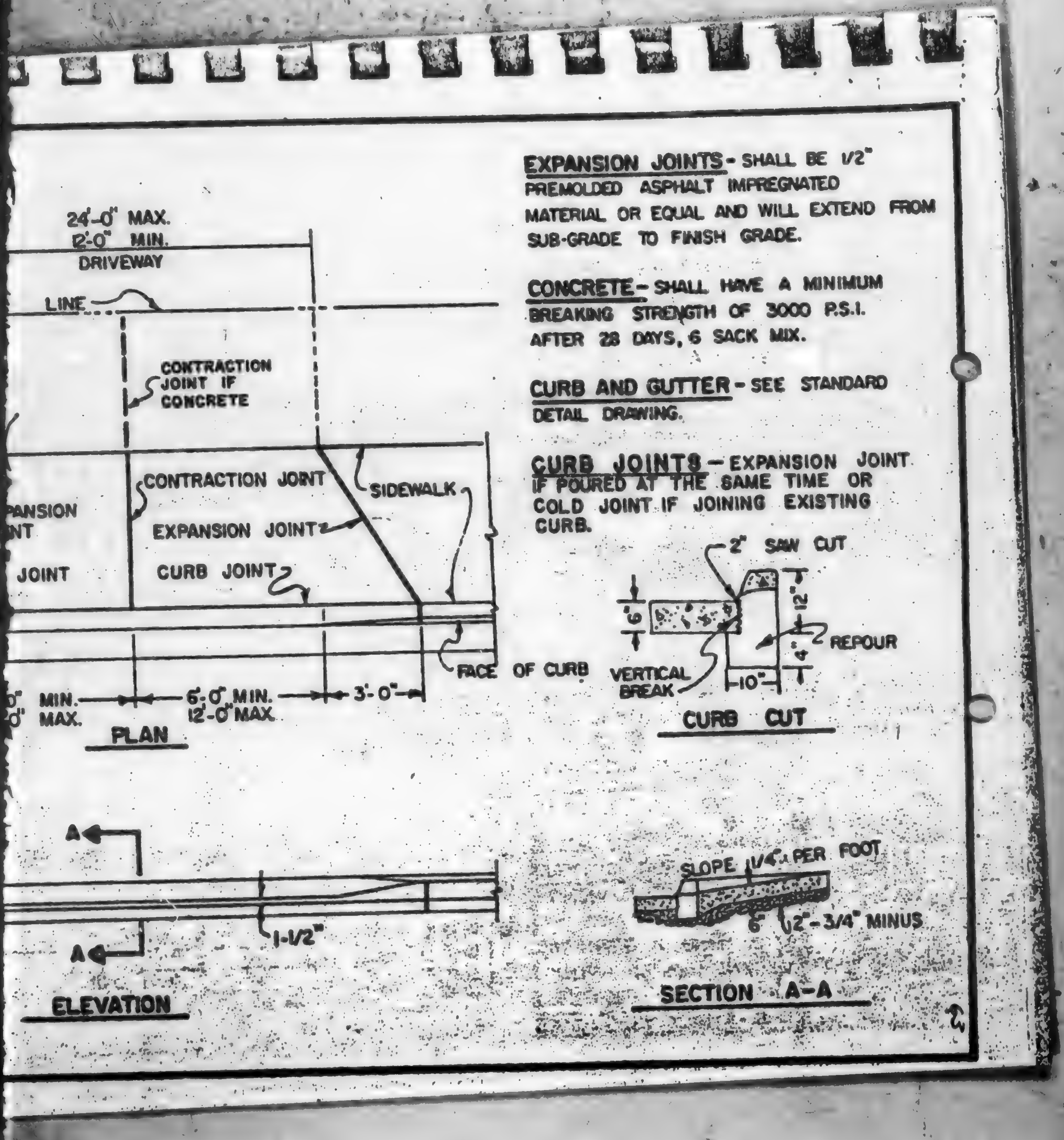

**EXPANSION JOINTS** - SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL AND WILL EXTEND FROM SUB-GRADE TO FINISH GRADE.

**CONCRETE** - SHALL HAVE A MINIMUM BREAKING STRENGTH OF 3000 P.S.I. AFTER 28 DAYS, 6 SACK MIX.

**CURB AND GUTTER** - SEE STANDARD DETAIL DRAWING.

**CURB JOINTS** - EXPANSION JOINT IF POURED AT THE SAME TIME OR COLD JOINT IF JOINING EXISTING CURB.

24'-0" MAX.
12'-0" MIN.
DRIVEWAY
LINE
CONTRACTION JOINT IF CONCRETE
CONTRACTION JOINT
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CURB JOINT
FACE OF CURB
0" MIN.
0" MAX.
6'-0" MIN.
12'-0" MAX.
3'-0"
PLAN
2" SAW CUT
6"
12"
4"
REPOUR
VERTICAL BREAK
10"
CURB CUT
A
A
1-1/2"
ELEVATION
SLOPE 1/4" PER FOOT
6"
2"-3/4" MINUS
SECTION A-A

NUMBER DW-2

WASHINGTON COUNTY

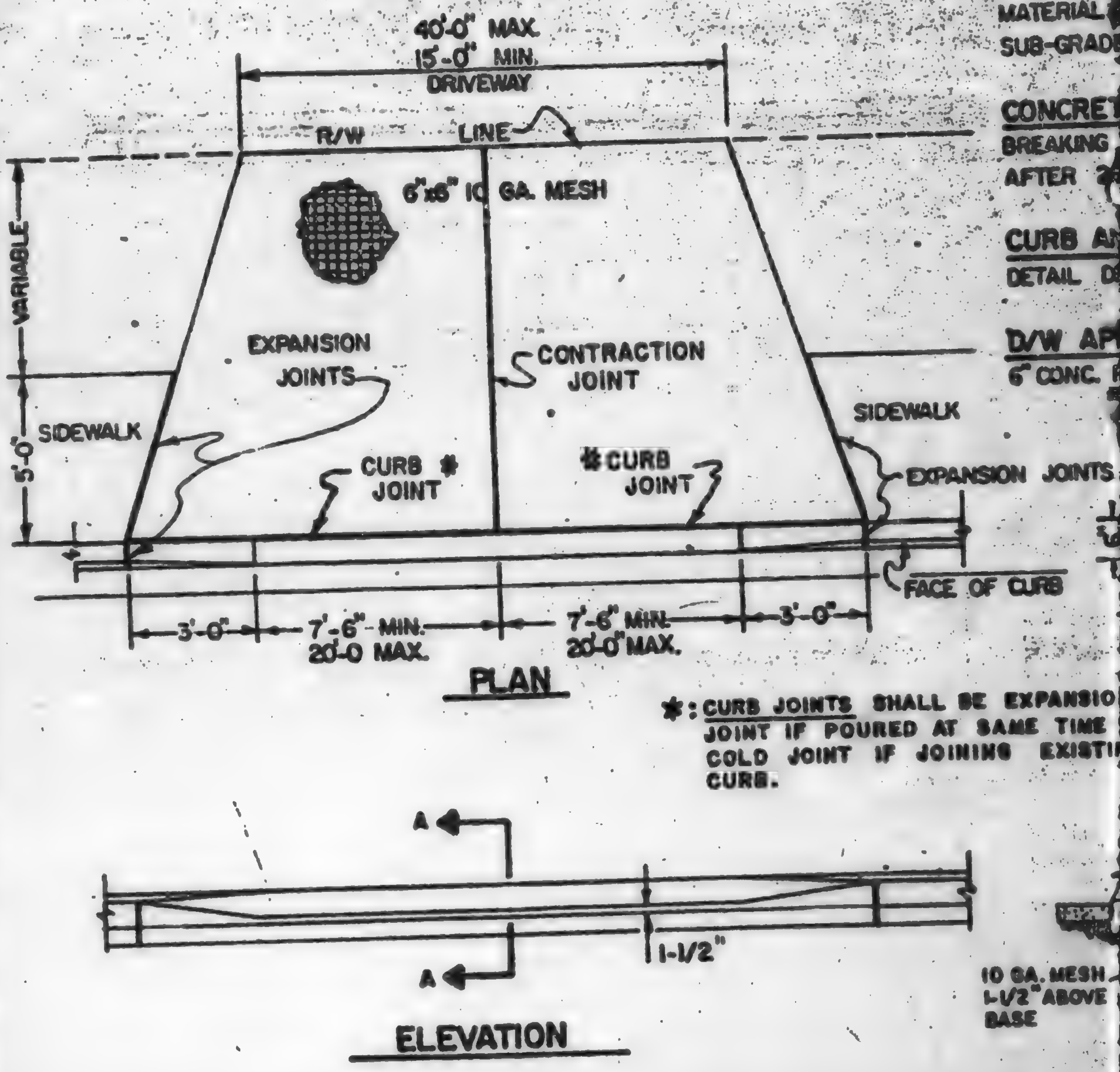
COMMERCIAL DRIVEWAY

DEPT. OF PUBLIC WORKS

DATE 9-13-73

CIVIL ENGINEER

REVISED 8-2-74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DRIVEWAY
R/W LINE
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VARIABLE
5'-0"
SIDEWALK
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CONTRACTION JOINT
CURB * JOINT
* CURB JOINT
SIDEWALK
EXPANSION JOINTS
FACE OF CURB
3'-0"
7'-6" MIN.
20'-0" MAX.
7'-6" MIN.
20'-0" MAX.
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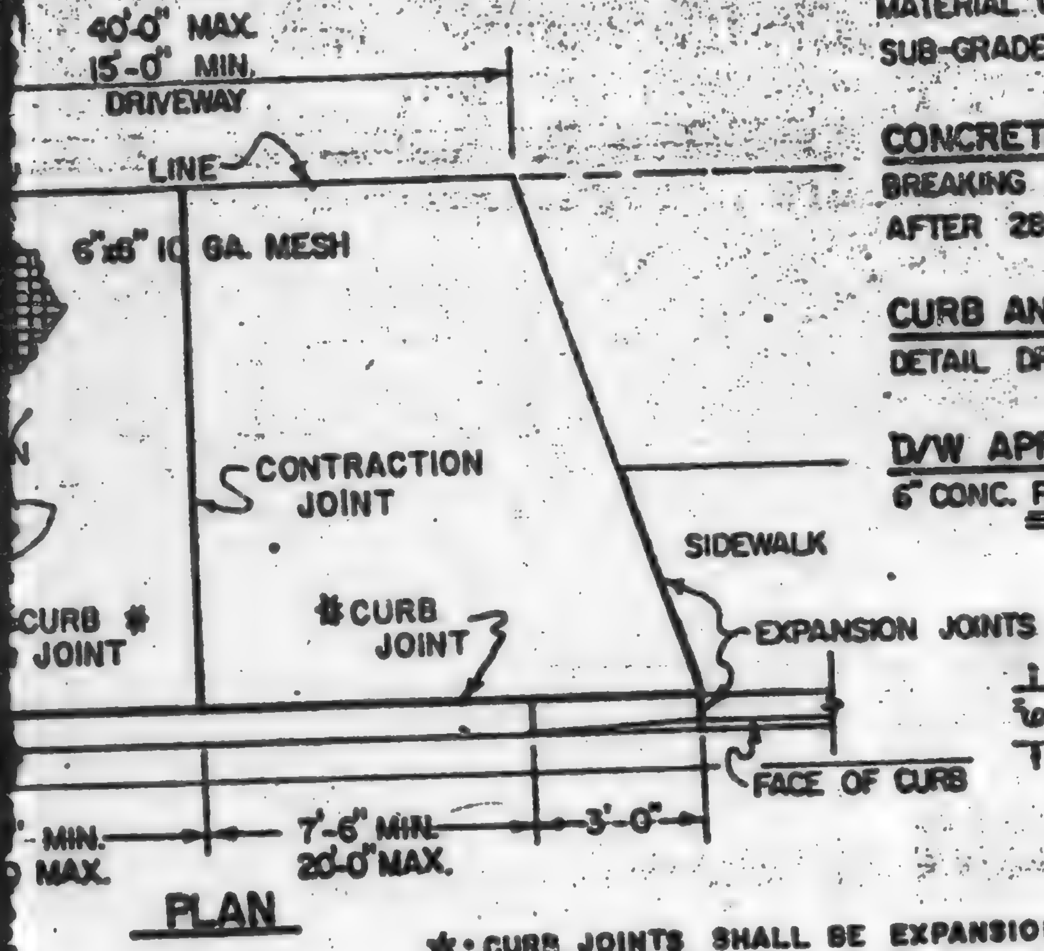
40'-0" MAX.
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DRIVEWAY
LINE
6"x6" 10 GA. MESH
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* CURB JOINT
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EXPANSION JOINTS
FACE OF CURB
MIN.
MAX.
7'-6" MIN.
20'-0" MAX.
3'-0"

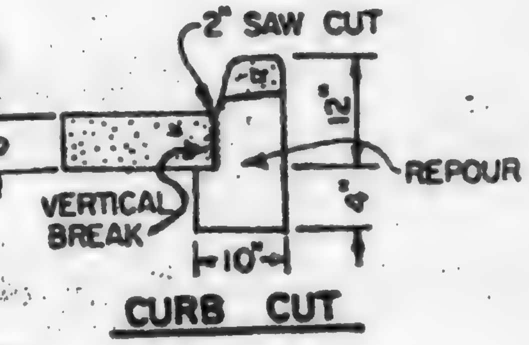
PLAN

**EXPANSION JOINTS**- SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL AND WILL EXTEND FROM SUB-GRADE TO FINISH GRADE.

**CONCRETE**- SHALL HAVE A MINIMUM BREAKING STRENGTH OF 3000 P.S.I. AFTER 28 DAYS, 6 SACK MIX.

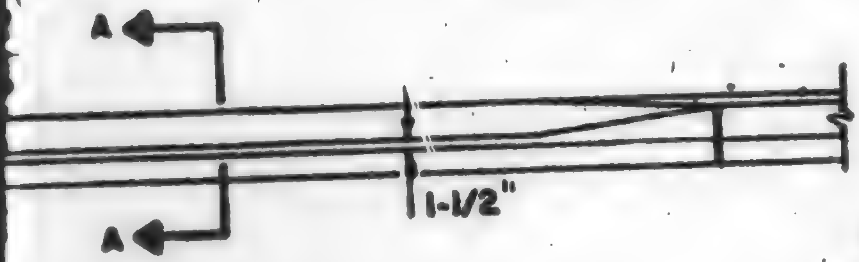
**CURB AND GUTTER**- SEE STANDARD DETAIL DRAWING.

**D/W APRONS**- COMMERCIAL AND INDUSTRIAL 6" CONC. PLUS 6"x6" 10 GA. MESH

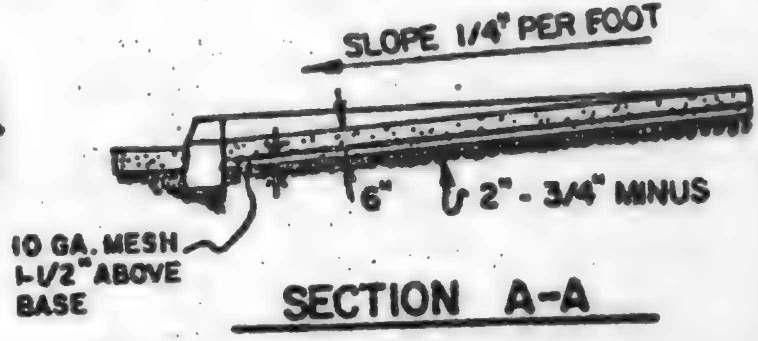

2" SAW CUT
6"
12"
4"
REPOUR
VERTICAL BREAK
10"

CURB CUT

*: CURB JOINTS SHALL BE EXPANSION JOINT IF POURED AT SAME TIME OR COLD JOINT IF JOINING EXISTING CURB.



ELEVATION


SLOPE 1/4" PER FOOT
6"
2" - 3/4" MINUS
10 GA. MESH
1-1/2" ABOVE BASE

SECTION A-A

8752

FAS A-671 ?

May 23, 1977

Mr. Tad L. Milburn
City Administrator
P. O. Box 167
Sherwood, Oregon 97140

Dear Mr. Milburn:

Re: Pacific Highway W.-3rd St. (Sherwood)
FAS A-671, N. Sherwood Blvd.
Washington County

We are in receipt of your letter of May 13, 1977, supporting the school district's request to move the combination sidewalk-bicycle path back from the street in the immediate area of the school grounds.

We are presently working on the design of the project and will be contacting the architect retained by the school district in the very near future to work out the location details for the combination sidewalk-bicycle path.

Thank you very much for your concern and support of the school district's request.

Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:az
cc: L. K. Watson

/ Versteeg ✓
Olson
[illegible]
Scott
Swanson
Savage
Trout

RECEIVED
MAY 23 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do Not File ☐
Return To
Bring Up
Other

Sherwood
EST 1892

P. O. Box 167
Sherwood, Oregon 97140
625-5522 625-7377

May 13, 1977

Mr. Hal Versteeg
State Highway Bldg.
Salem, Oregon 97310

Dear Sir:

In regard to the improvement of North Sherwood Boulevard, the City of Sherwood supports the school district's request that the combination sidewalk-bicycle path be moved back a reasonable distance from the street in the immediate area of the school grounds.

If we may be of any assistance in this matter please contact me.

Sincerely,

Tad L. Milburn
City Administrator

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 17 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up / /
Other

8752

## PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

4-22-77

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: 3rd & Pine St. – SW Pacific Hwy West
N. Sherwood Blvd. FAS A671

Project Federal Aid Number: RS- A671(1)

Applicant: Washington County

Contact: Mr. John Crockett

Federal Aid Funds: FAS ✓ FAUS ___ Other ___

Date Project Approved by Trans. Comm.: 3/30/76

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

✓ Not determined (contact applicant)

Remarks: ______________________

Local Programs Unit
~~County-City Unit~~

4/22/77
Date

cc: Right-of-Way Engineer
Region ___ Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor.
FHWA Right-of-Way Officer

2/18/75

8752

Form E-40

**OREGON STATE HIGHWAY DIVISION**

**TABULATION SHEET**

SHEET 1 OF 2 SHEETS

3rd & Pine St. Pacific Hwy. West
N. Sherwood Blvd.
Washington County (City of Sherwood)

Prefix: 534-1928

April 197

Sta. 10+00 to Sta. 59+00

Total Project

Summary & Cost Estimate

**ROUTING SLIP**

DATE: 4/22/77

**DEPARTMENT OF TRANSPORTATION**

DIRECTOR
CHIEF OF OPERATIONS
ASSISTANT DIR. FOR ADMIN.
ASSISTANT DIR. FOR PLANNING
CHIEF COUNSEL
COMMISSION SERVICES
COUNTY-CITY RELATIONS
EMPLOYEE DEVELOPMENT
FINANCE (DOT)
GENERAL FILES
GENERAL SERVICES (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
LIBRARY
PERSONNEL OPERATIONS
PHOTOCOPY
PROGRAM MANAGEMENT
PUBLIC AFFAIRS
SAFETY
TRANS. POLICY & RESEARCH
MAIL ROOM
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION
COMPUTER CENTER (MVD)

**HIGHWAY DIVISION**

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY ENGINEER
ASSIST. STATE HWY ENGINEER
METROPOLITAN ENGINEER
ACCOUNTING (HIGHWAY)
BRIDGE DESIGN
CONSTRUCTION
DATA PROCESSING
ENVIRONMENTAL
EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
RADIO
RESEARCH (HWY)
RIGHT OF WAY
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
[✓ REGION NO. III]
DISTRICT NO.

ATTENTION: John Rose

FROM: Local Projects

COMMENTS: A copy of the location estimate in the amount of $579,000 is attached. The estimate in the request was $475,000. If the county is not aware of this increase would you please inform them.

FORM 61-734-3100 (REV. 9-76)

SP*15582-734

| Item | Unit | Net Quantity | Unit Price | Amount | |
|---|---|---|---|---|---|
| | All | All | Lump Sum | 31,000 | 00 |
| | All | All | Lump Sum | 13,000 | 00 |
| | Sq. Ft. | 243 | $6^{00}$ | 1,458 | 00 |
| | Hr. | 480 | $16^{00}$ | 7,680 | 00 |
| | All | All | Lump Sum | 2,500 | 00 |
| | All | All | Lump Sum | 1,800 | 00 |
| | u. yd. | 6,751 | $3^{50}$ | 23,628 | 50 |
| | All | All | Lump Sum | 1,500 | 00 |
| | u. yd. | 2,248 | $8^{00}$ | 17,984 | 00 |
| | u. yd. | 5 | $10^{00}$ | 50 | 00 |
| | 1-Gal. | 70 | $8^{00}$ | 560 | 00 |
| | Ton | 207 | $60^{00}$ | 12,420 | 00 |
| | g. yd. | 18,799 | $0^{75}$ | 14,099 | 25 |
| | u. yd. | 2,627 | $7^{00}$ | 18,389 | 00 |
| | Ton | 5,763 | $18^{00}$ | 103,734 | 00 |
| | Ton | 375 | $75^{00}$ | 28,125 | 00 |
| Asph. in Tack Coat | Ton | 4.5 | $250^{00}$ | 1,125 | 00 |
| 8" Sewer Pipe | Lin. Ft. | 180 | $6^{25}$ | 1,125 | 00 |
| 12" Sewer Pipe | Lin. Ft. | 1958 | $9^{00}$ | 17,622 | 00 |
| 15" Sewer Pipe | Lin. Ft. | 1468 | $10^{50}$ | 15,414 | 00 |
| 18" Sewer Pipe | Lin. Ft. | 706 | $13^{75}$ | 9,707 | 50 |
| 24" Sewer Pipe | Lin. Ft. | 24 | $21^{00}$ | 504 | 00 |
| Extra For Pipe Under Pvm't | Lin. Ft. | 137 | $10^{00}$ | 1,370 | 00 |
| Concrete Inlets, Type "CG-1" | Ea. | 36 | $425^{00}$ | 15,300 | 00 |
| Concrete Inlets, Type "G-1" | Ea. | 1 | $450^{00}$ | 450 | 00 |

8752

STATE OF OREG

INTERO E MEMO

DATE: April 20, 1977

TO: FRANK TERPIN
Location Engineer

FROM: ROBERT T. EWEN
Metro Location Engineer

SUBJECT: Third and Pine Street-
Southwest Pacific Highway West
North Sherwood Boulevard
City of Sherwood
Washington County
Prefix No. 534-1928

The field engineering work has been completed on the subject survey. We submit all of the data for review and preparation for the final plans. Detailed questions relative to the survey should be addressed to Jim Cochell who was the resident engineer performing this work. A copy of his transmittal letter is attached.

ja
Enclosures

RECEIVED
APR 21 1977
LOCATION
SECTION

Returned to
Carstensen
4/22/77

81-128-1387

# NARRATIVE REPORT

3rd & Pine St. - SW Pacific Hwy. West
N. Sherwood Blvd.
Washington County
City of Sherwood

## Purpose of Survey

To prepare plans and cost estimate to improve a portion of N. Sherwood Blvd. and that portion of Edy Road adjacent to the proposed Sherwood Plaza Shopping Center.

The project would begin at 3rd & Pine Street (southerly end) and end approximately 1000' easterly down Edy Road from SW Pacific Hwy. West for a total length of 0.93 miles. A shopping center site is proposed by Mercury Development Inc. in the vicinity of N. Sherwood Blvd., SW Pacific Hwy. West and Edy Road, which limits would be from approximately Sta. 42+00 to Sta. 59+00 or 0.32 miles. A seperate cost estimate for this portion of the project was worked up.

## Alignment

A centerline was established from existing property corners and from section line between sections 29 & 30.

## Typical Section

The project will consist of a type "A" curb and gutter with a 5-ft P.C. concrete sidewalk on the left side from 3rd & Pine Street to SW Pacific Hwy. West, and an open ditch section along the left side of Edy Road. The right side will be a type "A" curb and gutter with an 8-ft (including curb) P.C. concrete sidewalk bicycle combination from 3rd & Pine Street to Sta. 56+50, and an open ditch for taper on the end of project. The type "A" curb and gutter was used throughout due to the flat grade.

Since the condition of the existing roadway is borderline, it was determined to remove that portion from Sta. 10+50 (3rd & Pine St.) to Sta. 39+00. By doing this we could hold the grade down so as to match existing driveways better. From Sta. 39+00 to the end of project the existing roadway would be overlayed with 4" of Class "C" asphaltic concrete plus a leveling course.

It should be noted that the Sherwood School District is in the process of having plans drawn up for additional building and remodeling of existing school building by architect (Payne-Smith-Settecase) Of Salem. They indicated that in the area of the two schools they would prefer to have the sidewalk seperated from the roadway, mainly as a safety factor, but at this time have not decided as to the exact location.

## Earthwork

Grading would be required full width from Sta. 10+50 to Sta. 39+00. From Sta. 39+00 to end of project grading will be required on either side of existing roadway. There will be an excess of approximately 3700 cu. yds. to be wasted. The city of Sherwood indicated they have an area that this material could be wasted, which is approximately ½ mile from the southerly end of project.

## Drainage

A storm drainage system would be installed throughout the length of the project. There is approximately 1000' of existing drainage located in two seperate areas, which no attempt was made to utilize due to the alignment and grade. There are two inlets on Edy Road Sta. 52+50 and 54+25 that would be connected to the proposed Sherwood Plaza Shopping Center drainage. This would eliminate having to construct a rather deep open ditch or install pipe for approximately 1500' down Edy Road in order to get the required fall. This drainage connection was discussed with the developer.

## Signals

Sherwood School District indicated that they want a hand activated school crossing signal at each of the two schools adjacent to N. Sherwood Blvd. These schools are approximately 1000' apart and both are on the easterly side of roadway.

## Right Of Way

Easements for slopes and drainage will be required in various locations. Additional right-of-way will be required on the right side from Sta. 37+50 to the end of project. In many instances where easements or right-of-way is not being required, the slopes fall on or very near the existing right-Of-way. It is the responsibility of Washington County to obtain the necessary right-of-way.

## Utilities

1. City of Sherwood Water
   They have a 12" water main located from 3rd & Pine Street to SW Pacific Highway West. This main could possibly be in conflict with the proposed storm drainage system. Water meters, fire hydrants, valves and possibly service connections will be in conflict.

2. City of Sherwood Sanitary Sewer
   Their lines are located at the southerly end of project. It is anticipated that none of their lines would be in conflict. Adjustments of manholes would be required.

3. Portland General Electric Co.
   Their lines are located throughout the length of the project and will be in conflict.

4. Northwest Natural Gas Co.
Their 4" main could possibly be in conflict with the storm drainage. Service connections could also be in conflict. Valves would require adjusting.

5. General Telephone Co.
They have underground cables the length of the project which could be in conflict with the storm sewer. They have aerial lines the length of the project and will be in conflict.

## Material Sources

Commercial sources are available in the metropolitan area.

## Specifications

Standard specifications shall apply for this project.

The total estimated cost of the total project including 20% for engineering and contingencies is $579,000.00. The portion of project adjacent to the proposed shopping center (Sta. 42+00 to Sta. 59+00) would be $162,300.00.

Form R-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

3rd & Pine St. Pacific Hwy. West
N. Sherwood Blvd.
Washington County (City of Sherwood)

Prefix: 534-1928
April 1977

Sta. 10+00 to Sta. 59+00
Total Project

Summary & Cost Estimate

| Item | Unit | Net Quantity | Unit Price | Amount | |
|---|---|---|---|---|---|
| Mobilization | All | All | Lump Sum | 31,000 | 00 |
| Temporary Prot. & Dir. of Traffic | All | All | Lump Sum | 13,000 | 00 |
| Temporary Signs | Sq. Ft. | 243 | $6^{00}$ | 1,458 | 00 |
| Flagging | Hr. | 480 | $16^{00}$ | 7,680 | 00 |
| Clearing & Grubbing | All | All | Lump Sum | 2,500 | 00 |
| Removal of Strs. & Obstrs. | All | All | Lump Sum | 1,800 | 00 |
| General Excavation | Cu. yd. | 6,751 | $3^{50}$ | 23,628 | 50 |
| Finishing Roadbed & Slopes | All | All | Lump Sum | 1,500 | 00 |
| Trench Excavation | Cu. yd. | 2,248 | $8^{00}$ | 17,984 | 00 |
| Ditch Excavation | Cu. yd. | 5 | $10^{00}$ | 50 | 00 |
| Watering | M-Gal. | 70 | $8^{00}$ | 560 | 00 |
| Lime For Treated Subgrade | Ton | 207 | $60^{00}$ | 12,420 | 00 |
| Lime Treated Subgrade | Sq. yd. | 18,799 | $0^{75}$ | 14,099 | 25 |
| 1"-0 Aggregate Base | Cu. yd. | 2,627 | $7^{00}$ | 18,389 | 00 |
| Class "C" Asph. Conc. Mixture | Ton | 5,763 | $18^{00}$ | 103,734 | 00 |
| Asph. Cement in Class "C" Mixture | Ton | 375 | $75^{00}$ | 28,125 | 00 |
| Asph. in Tack Coat | Ton | 4.5 | $250^{00}$ | 1,125 | 00 |
| 8" Sewer Pipe | Lin. Ft. | 180 | $6^{25}$ | 1,125 | 00 |
| 12" Sewer Pipe | Lin. Ft. | 1958 | $9^{00}$ | 17,622 | 00 |
| 15" Sewer Pipe | Lin. Ft. | 1468 | $10^{50}$ | 15,414 | 00 |
| 18" Sewer Pipe | Lin. Ft. | 706 | $13^{75}$ | 9,707 | 50 |
| 24" Sewer Pipe | Lin. Ft. | 24 | $21^{00}$ | 504 | 00 |
| Extra For Pipe Under Pvm't | Lin. Ft. | 137 | $10^{00}$ | 1,370 | 00 |
| Concrete Inlets, Type "CG-1" | Ea. | 36 | $425^{00}$ | 15,300 | 00 |
| Concrete Inlets, Type "G-1" | Ea. | 1 | $450^{00}$ | 450 | 00 |

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

3rd & Pine St. - Pacific Hwy. West
N. Sherwood Blvd.
Prefix: 534-1938

Sta. 10+00 to Sta. 57+00
Washington County (City of Sherwood)
April 1977

Total Project

Summary & Cost Estimate

| Item | Unit | Net Quantity | Unit Price | Amount | |
|---|---|---|---|---|---|
| Concrete Manholes | Ea. | 15 | 800 00 | 12,000 | 00 |
| Concrete Curbs, Type A | Cu. yd. | 453 | 95 00 | 43,035 | 00 |
| P.C. Concrete Walks - 4" Thkn. | Sq. yd. | 5,180 | 10 00 | 51,800 | 00 |
| P.C. Concrete Driveways | Sq. yd. | 593 | 12 00 | 7,116 | 00 |
| Extra For Asph. Conc. Approaches | Ea. | 36 | 170 00 | 6,120 | 00 |
| Seeding & Mulching | Ac. | 1 | 650 00 | 650 | 00 |
| Hand Activated School Crossing Signals | Ea. | 2 | 7,500 00 | 15,000 | 00 |
| | Total | Bid Items | = | $476,266 | 25 |
| Mail Boxes | | | | 500 | 00 |
| Striping | | | | 3,000 | 00 |
| Permanent Signing | | | | 3,000 | 00 |
| | | | | $482,766 | 25 |
| 20% Engineering & Contingencies | | | = | 96,233 | 75 |
| | Total | Project | = | $579,000 | 00 |
| Cost of Portion adjacent to Shopping Center | | | = | $162,300 | 00 |

Form E-60

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

3rd & Pine St. - Pacific Hwy. West
N. Sherwood Blvd.
Washington Co.

Sta. 42+00 to Sta. 59+00
Roadway adjacent to Prop. Shopping Center

Prefix: 534-1928
April 1977

Summary & Cost Estimate

| Item | Unit | Net Quantity | Unit Price | Amount | | |
|---|---|---|---|---|---|---|
| Mobilization | All | All | Lump Sum | 8,680 | 00 | * |
| Temporary Prot. & Dir. of Traffic | All | All | Lump Sum | 3,640 | 00 | * |
| Temporary Signs | Sq. Ft. | 68 | $6^{00}$ | 408 | 00 | * |
| Flagging | Hr. | 134 | $16^{00}$ | 2,144 | 00 | * |
| Clearing & Grubbing | All | All | Lump Sum | 700 | 00 | * |
| Removal of Strs. & Obstrs. | All | All | Lump Sum | 504 | 00 | * |
| General Excavation | Cu. yd. | 898 | $3^{50}$ | 3,143 | 00 | |
| Finishing Roadbed & Slopes | All | All | Lump Sum | 420 | 00 | * |
| Trench Excavation | Cu. yd. | 385 | $8^{00}$ | 3,080 | 00 | |
| Ditch Excavation | Cu. yd. | 2 | $10^{00}$ | 20 | 00 | |
| Watering | M-Gal. | 21 | $8^{00}$ | 168 | 00 | |
| Lime For Treated Subgrade | Ton | 59 | $60^{00}$ | 3,540 | 00 | |
| Lime Treated Subgrade | Sq. yd. | 5,338 | $0^{75}$ | 4,003 | 50 | |
| 1"-0 Aggregate | Cu. yd. | 743 | $7^{00}$ | 5,201 | 00 | |
| Class "C" Asph. Conc. Mixture | Ton | 2,454 | $18^{00}$ | 44,172 | 00 | |
| Asph. Cement in Class "C" Mixture | Ton | 160 | $75^{00}$ | 12,000 | 00 | |
| Asph. in Tack Coat | Ton | 2.1 | $250^{00}$ | 525 | 00 | |
| 8" Sewer Pipe | Lin. Ft. | 166 | $6^{25}$ | 1,037 | 50 | |
| 12" Sewer Pipe | Lin. Ft. | 990 | $9^{00}$ | 8,910 | 00 | |
| Extra For Pipe Under Pvm't. | Lin. Ft. | 79 | $10^{00}$ | 790 | 00 | |
| Concrete Inlets, Type "CG-1" | Ea. | 9 | $425^{00}$ | 3,825 | 00 | |
| Concrete Curbs, Type A | Cu. yd. | 111 | $95^{00}$ | 10,545 | 00 | |
| P.C. Concrete Walks - 4" Thkn. | Sq. yd. | 1,272 | $10^{00}$ | 12,720 | 00 | |
| P.C. Concrete Driveways | Sq. yd. | 241 | $12^{00}$ | 2,892 | 00 | |
| Extra For Asph. Conc. Approaches | Ea. | 11 | $170^{00}$ | 1,870 | 00 | |
| Roadside Seeding & Mulching | Ac. | 0.5 | $650^{00}$ | 325 | 00 | |
| | Total | Bid Items | = | $135,263 | 00 | |

SP*53866-734

**TABULATION SHEET**

OREGON STATE HIGHWAY
DEPARTMENT

SHEET 2 OF 2 SHEETS

3rd & Pine St. - S.W. Pacific Hwy. West
N. Sherwood Blvd.
Washington County
City of Sherwood

Prefix: 534-1928
April 1977

Sta. 42+00 to Sta. 59+00
Roadway adjacent to Prop. Shopping Center

## Summary & Cost Estimate

| Item | | | Unit | Net Quantity | Unit Price | Amount | |
|---|---|---|---|---|---|---|---|
| | | | Total | Bid Items | = | $ 135,263 | 00 |
| | | 20% | Engineering & | Contingencies | = | 27,037 | 00 |
| | | | | | | $ 162,300 | 00 |

* 28% of total project cost per item marked thus was used for cost for the portion of roadway adjacent to proposed Sherwood Plaza Shopping Center

8752

9

January 13, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Jo Ann Johnson
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 6007

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Pacific Highway West-3rd Street (Sherwood) Section of the North Sherwood Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Marvell (agree. att.)

8752

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 3, 1977

FILE:

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: MEMO TO GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: SIGNED AGREEMENTS
Pacific Hwy. West-Third St.
(Sherwood)
North Sherwood Blvd.
Washington County
Prefix: 534-1928

Here are three copies of the agreement relating to the Sherwood Blvd. FAS-C project in Washington County. These have been signed by the Chairman of the Washington County Board of Commissioners as authorized by Minute Order No. 76-644 and are forwarded for final approval by the Highway Division.

FHWA approval was received in November as was the survey authorization approval so we expect to begin field work shortly.

Deb -
Please send to
Hunter for signature
HR

1/4/77

ldo/ggw

Attachment

cc: Region 1 w/attachment

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 4 1977
COUNTY
CITY
UNIT

PROJECT MANAGEMENT
JAN - 4 '77

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

| Info | Investigate | R/D | Action | File | Letter |
|---|---|---|---|---|---|
| | | | | | |

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

December 16, 1976

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Enclosed are the three executed copies for Federal Aid Secondary Project Highway No. A671, North Sherwood Boulevard. Authorization for County Commissioner Chairman was made by Minute Order No. 76-644, dated December 14, 1976. These are forwarded to you for execution by the State and the return of at least one copy to this office for recording and file.

If there is anything additional you might need relative to this please let me know.

Yours very truly,

John F. Crockett
Director of Public Works

JFC:js
Enclosures

8752 11-5-76 2

## LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-A671(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70318

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 11-1-76 | 11-1-76 | Secondary A671 |
| | | STATE ROUTE NUMBER<br>County Road |

GENERAL LOCATION:
"Pacific Hwy. West - 3rd St. (Sherwood) Section."

GENERAL DESCRIPTION OF WORK:
PE, Grade, Drain, Hightype pavement. Code 6201 Miles 0.75

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN -
☒ PREPARATION TEC $14,500-FF $12,440
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 10-5-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $465,500 - Federal funds $399,390 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 11-5-76 | Walach | Division Administrator |

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: [illegible]

0

8752

FAS A 671
Formerly 634

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

PRO 6-2

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70318
Project No. RS-A671(1)
Pacific Hwy. W.-3rd St. (Sherwood) Sec.
Washington County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Authorization to proceed with all phases of the preliminary engineering as programed at an estimated total cost of $14,500 with an obligation of $12,440 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $465,500 with an obligation of $399,390 in federal funds.

CL:bb
Enc.

cc: E. L. Hardt (Region 1)
D. E. Swan
H. Reynoldson

MONT LY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

10-5-76

**FEDERAL-AID**

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co.Rd., Jct. SR 99W, S. 0.75 Mi.<br>21 65 | **ADT** | PRESENT<br>DHV 340<br>3,400 | FUTURE<br>5,100<br>(66) (70) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Gr., Dr., H.T. Pave.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. A<br>(74) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Rural Secondary | COUNTY NAME |
| | NAME OF URBAN AREA<br>17-31<br>--- | ROUTE NO. S |
| | | FEDERAL<br>A6 |

| CARD | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJEC TOTAL ESTIMATED COST | FEDERAL FUN |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 52 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.75 | 14,500 | 12,440 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6201 | | "Pacific Hwy. West-3rd St. (Sherwood) Section" | 0.75 | 465,500 | 399,390 |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | | | |
|---|---|---|---|---|---|---|
| 1 | 1 | C.L. | | 0.75 | 480,000 | 411,830 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) |

*old FAS 634; Project 618

6

# FEDERAL-AID PROGRAM DATA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| | DHV 340<br>3,400 | 5,100 | 96 | 10 | Oregon | 41 | 075 | 70318 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | PROJECT NUMBER | | | I Projects Only | |
| UPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PREFIX LETTER(S) | NUMBER | SEQ. NO. | POST MI. | DESIG. |
| | | | | | RS- | A671(1) | | | |

COUNTY NAME: Washington

CODE: 067

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO.: S

FEDERAL-AID: A671*

STATE: Co.Rd.

U.S.: ---

ESTIMATED PROJECT COST BY PHASES

| | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|---|
| | 0.75 | 14,500 | 12,440 | 2,060 | - | |
| | | | | | | |
| " | 0.75 | 465,500 | 399,390 | 33,055 | 33,055 (Co.) | ROW-60' Normal;<br>Access Control-None;<br>Parking Restrictions-<br>Complete. |
| | 0.75 | 480,000 | 411,830 | 35,115 | 33,055 (Co.) | |

REMARKS

*old FAS 634; Project 618

-OVER-

## PACIFIC HWY. WEST-3RD ST. (SHERWOOD) SECTION
## PROJECT NO. RS-A671(1)

Existing Facility: 20 to 24-foot A.C. surface with variable 4 to 10-foot gravel shoulders.

Adjacent Sections:
N. End -- Jct. with Pacific Hwy. West, FAP 9.
S. End -- 20-foot P.C.C. roadway with 10-foot paved shoulders.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including preliminary engineering by utility forces.
2. Grade, drain and high-type pavement necessary to widen the existing facility to provide for a 40-foot curbed roadway consisting of two 11-foot travel lanes, 14-foot left-turn median and 2-foot shy distance to curbs and construct 5-foot sidewalk each side. Adjustment of utilities required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 14, 1976.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

a. Public Hearings -- None required under Oregon Action Plan.
b. Location/Design -- Not a factor in the development of this project.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 1.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97302

DATE: Sept. 14, 1976

In reply refer to: 1041A.1

PROJECT MANAGEMENT
SEP 16 '76
REFER TO
FOR
See me
Letter
File
Action
R/D
Investigate
Info

SUBJECT: Oregon Project RS-A-671(-)
US 99W - 3rd & Pine Streets
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 23, 1976, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, design and other specific details contained in the assessment will be subject to future reviews.

Original signed by
E. J. Valach
Dist. Engineer
G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 1, C. Markham)

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

CATEGORY
...... PROJECT

A-671(-)

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date August 20, 1976

Section US 99W - 3rd & Pine Street

Unit (if appl)

County Washington

City Sherwood

Highway Sherwood Blvd.

State Hwy. No. FAS 634

Termini: M.P.(if appl)

Length 0.75 mile (1.[illegible]

Region I

Construction Estimate $478,000
Program Amount

### B. Purpose of Project:

To increase the capacity and maintain the safety of Sherwood Blvd. and the "Six Corners" intersection as shopping center and housing developments are constructed in the area.

### C. Origin & History of Project:

Sherwood Blvd. is the main street leading from 99W into the City of Sherwood. More intense urban uses including a proposed shopping center, are developing in the Six Corners area, adding traffic and new circulation patterns. As a condition of approval of the shopping center, the City of Sherwood has required that the developer donate a strip of right of way approximately 35 feet (10.7 m) wide along its frontage at the intersection.

### D. General Description of Project:

The existing narrow, uneven pavement would be widened and resurfaced to include a continuous median turning lane. Curbs and sidewalks would be added on both sides.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. Gravel; Parking [illegible]

Proposed: No. Lanes 2 ; Med. Turn ; Shldrs. Curbs; Parking [illegible]

Traffic: Existing Facility: Existing ADT 4,500 ; Projected ADT 7,400 ; Yr. [illegible]

Existing Level of Service ____

Proposed Facility: Projected ADT 7,400 ; Yr. 1980

Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1 affected
Yes, No (to be acquired by dedication)

Approximate Acres 0.3 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:
Not yet determined

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

City has proposed this project, through the County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): None Proposed.

No-Build Alternative: The present facility is deteriorating and will do so even more rapidly as traffic increases. Effective maintenance of the section will become increasingly difficult, due to basic deficiencies in the roadbed. Traffic generated by the proposed shopping center would seriously aggravate the overloading of the existing facility.

Other Descriptive Information or Comments:

The narrow pavement, rough shoulders and lack of a safe walkway have been chronic pedestrian hazards, especially on this street which serves two public schools.

(Attach project sketch map.) X

## RT II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

#### 1. Natural:

The area is flat to slightly rolling; there are no major water courses. Roadside vegetation which would be affected by the project consists mainly of grasses and annual herbs. Soils are clay loam.

#### 2. Cultural:

Most of the property adjacent to the project is in the City of Sherwood and is designated as "Urban" in the Washington County Comprehensive Framework Plan. Existing commercial uses adjacent to the project are concentrated at the US 99W intersection. A residential subdivision is located on the west side of the route, between 12th Street and Gleneagle Drive. Just south of this is a small golf course. Two school buildings (elementary and junior high formerly Sherwood High School) are located across from the golf course, east of Sherwood Blvd.

A new shopping center development (Sherwood Plaza), to be constructed along both sides of Sherwood Blvd at the US 99W intersection, has been approved by the Sherwood Planning Commission. The property is presently pasture land. The shopping center developer proposes two accesses for the main Sherwood Plaza area (see attached maps). The Plaza "Annex",west of Sherwood Blvd , will also require accesses, but it is not known exactly where they will be located. This new land use will significantly increase traffic volumes and the complexity of turning movements at the Six Corners intersection. A traffic analysis of the main plaza was done by a consulting traffic engineer, Carl Buttke, for the developer (see attachment). The specific effects of the "annex" on traffic are not known at this time.

Sherwood's approval of the shopping center appears to be one of those unfortunate cases where continued strip development has been chosen in preference to revitalization of the developed, presently blighted downtown Sherwood. The increased tax base deriving from the recently annexed shopping center site may possibly be used to support downtown improvements, but whether this benefit will compensate for the adverse competitive influences of the shopping center upon existing small businesses is questionable. Sherwood's core area has a chronically weak economy, as evidenced by high tenant turnover and building vacancies, and this condition is likely to be aggravated by the proposed shopping center.

Air quality is good, though the intersection is having an increasing influence. Power and telephone lines are located alternately on both side of Sherwood Blvd.

Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A minor amount of R/W is required for widening of Sherwood Blvd. at the Six Corners intersection. The City is acquiring this property through dedication from the Sherwood Plaza developer, as a condition of approval for the development. Since the R/W dedication will be an integrated & agreed-upon part of the development, the acquisition will have no significant adverse effects.

2. Estimated Impact on Traffic Patterns:

The project will help alleviate the problems created by the proposed shopping center by channelizing some of the turning movements and reducing congestion.

Consequences--Air Quality, Noise, Safety, etc.:

The adverse impacts of the shopping center on air quality, noise and safety will be mitigated somewhat by the street improvement project.

3. Estimated Impact on Land Use:

Approval of the Sherwood Plaza Development by the City was predicated on an assumed improvement in Sherwood Blvd., tying the highway improvement to a significant change in the area's land uses. This change, however, is being made at the direction of the Sherwood City Council, based on its land use policies. The street improvement is being made in order to mitigate some of the adverse effects of that land use decision, and therefore is more an effect than a cause of the change in land use. It can be concluded, therefore, that the land use impacts of the street improvement itself are not significant.

4. Expected Impact on Natural Ecological Resources:

No significant effects.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project will improve pedestrian facilities. Although the highway improvement will be an asset for Sherwood's downtown businesses and residents, the associated development at Six Corners is likely to detract from this benefit.

Consequences:

Increased urbanization of rural community. Increased pedestrian safety.

6. Preliminary Identification of Areas of Critical Concern:

ngestion at Six Corners and changes in traffic patterns due to the shopping center.

7. Potential for Controversial Issues:

Support of strip development in preference to core area revitalization. The highway project could actually do either, but in combination with the proposed shopping center, its positive effects on downtown vitality is diminished.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans: This project does not qualify as an indirect source. Mercury Development anticipates that there will be 425 parking places in the proposed Plaza. They have consulted with DEQ, which has told them that the development does not qualify as an indirect source.

b. Noise Standards: The present $L_{10}$=70dBA contour at 4,500 ADT is estimated to be 40 to 150 feet* from the existing Sherwood Blvd. center line, depending on truck traffic. The 1980 peak hour traffic (740 vph), predicted in Buttke's study would place the $L_{10}$=70dBA contour between 75 and 200 feet* from the center line. A further analysis will be accomplished as part of the FHPM 7-7-3 noise study report.

c. Water Quality Standards

No significant drainages are located in the project area.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project and the shopping center development are consistent with Sherwood's Plan. The Sherwood Blvd. improvement will help alleviate traffic problems aggravated by the shopping center.

---

C. Recommended Type of Action and Documentation:

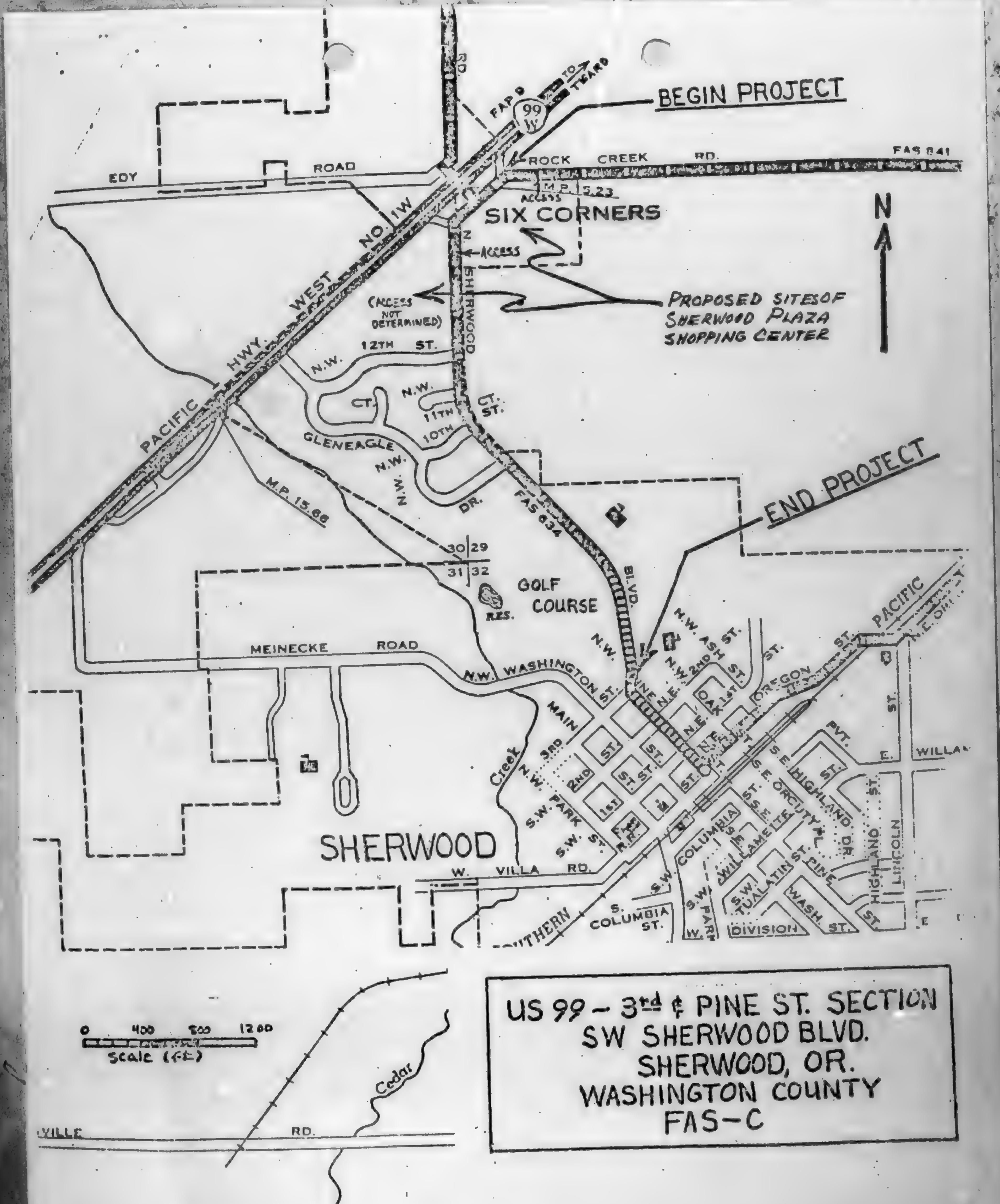
| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

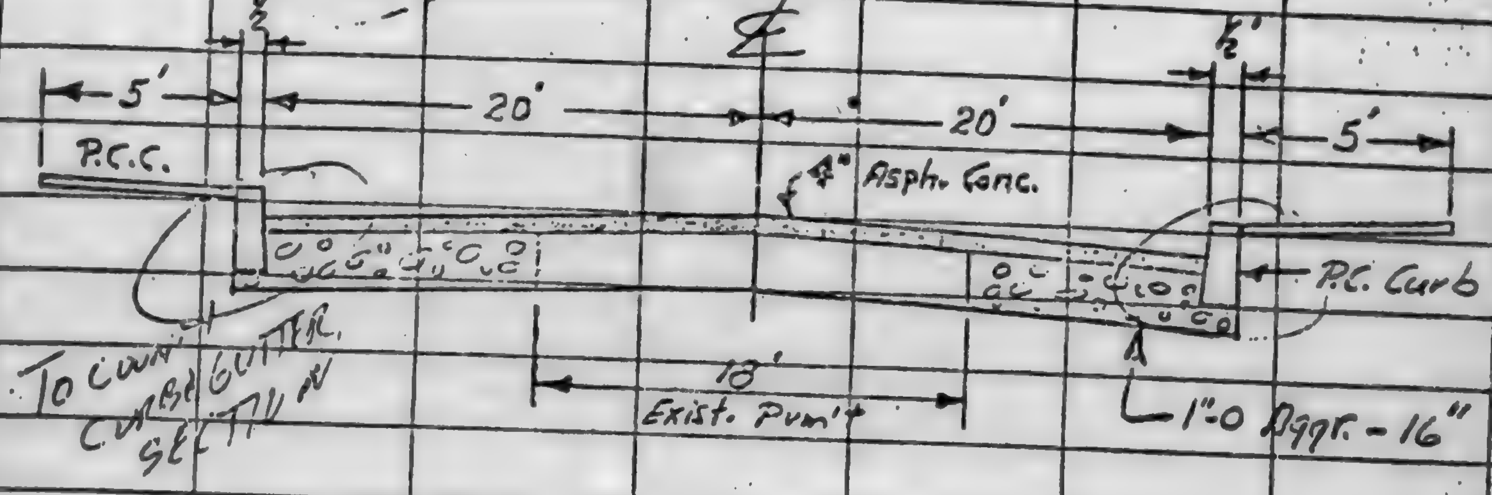
*Based on a range of 1% to 5% trucks.

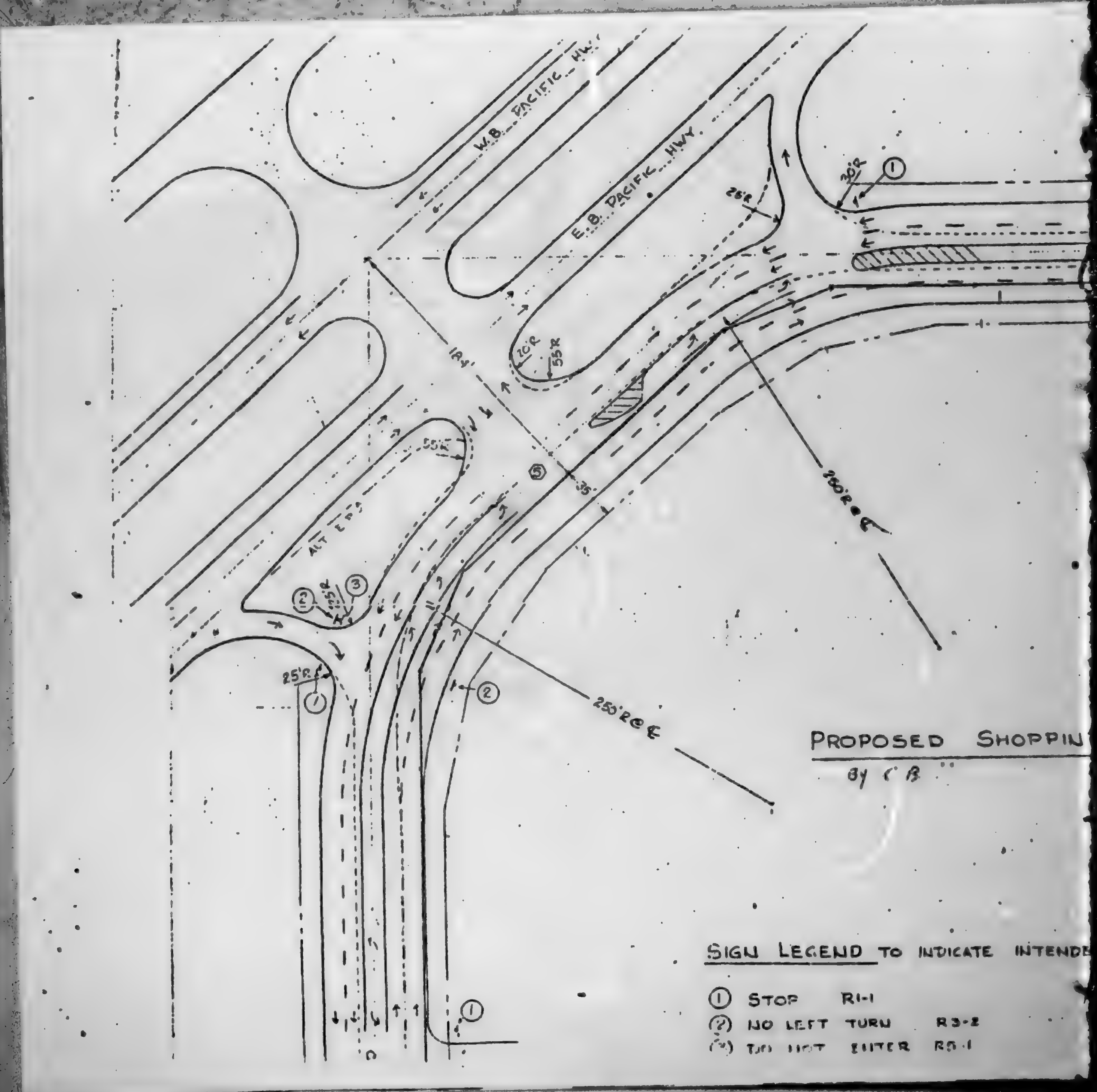

BEGIN PROJECT
END PROJECT
FAP 9
99 W
TO TIGARD
RD.
ROCK CREEK RD.
FAS 841
EDY ROAD
M.P. 5.23
ACCESS
SIX CORNERS
ACCESS
(ACCESS NOT DETERMINED)
PROPOSED SITES OF SHERWOOD PLAZA SHOPPING CENTER
N
PACIFIC HWY. WEST NO. 1W
N. SHERWOOD
N.W. 12TH ST.
N.W. CT.
N.W. 11TH CT. ST.
10TH
GLENEAGLE
N.W. DR.
FAS 634
M.P. 15.66
30 29
31 32
GOLF COURSE
RES.
BLVD.
MEINECKE ROAD
N.W. WASHINGTON ST.
N.W.
N.W. ASH ST.
N.W. 2ND ST.
N.E.
N.E. OAK 1st ST.
OREGON ST.
PACIFIC
N.E.
MAIN
N.W. 3RD
2ND
ST.
1st
S.W. PARK
S.W. ST.
Creek
SHERWOOD
W. VILLA RD.
SOUTHERN
S. COLUMBIA ST.
S.W. COLUMBIA
S.E. WILLAMETTE
S.E. ORCUTT PL.
S.E. HIGHLAND DR.
PVT. ST.
E.
WILLA
ST.
HIGHLAND ST.
LINCOLN
S.W. TUALATIN ST.
PINE ST.
WASH. ST.
DIVISION
S.W. PARK
W.
E
0 400 800 1200
Scale (ft)
Cedar
VILLE RD.

US 99 – 3rd & PINE ST. SECTION
SW SHERWOOD BLVD.
SHERWOOD, OR.
WASHINGTON COUNTY
FAS–C

[illegible] Entrance [illegible]

# TYPICAL SECTION


½'
℄
½'
5'
20'
20'
5'
P.C.C.
4" Asph. Conc.
P.C. Curb
To county curb & gutter section
18'
Exist. Pvm't
1"-0 Aggr. - 16"

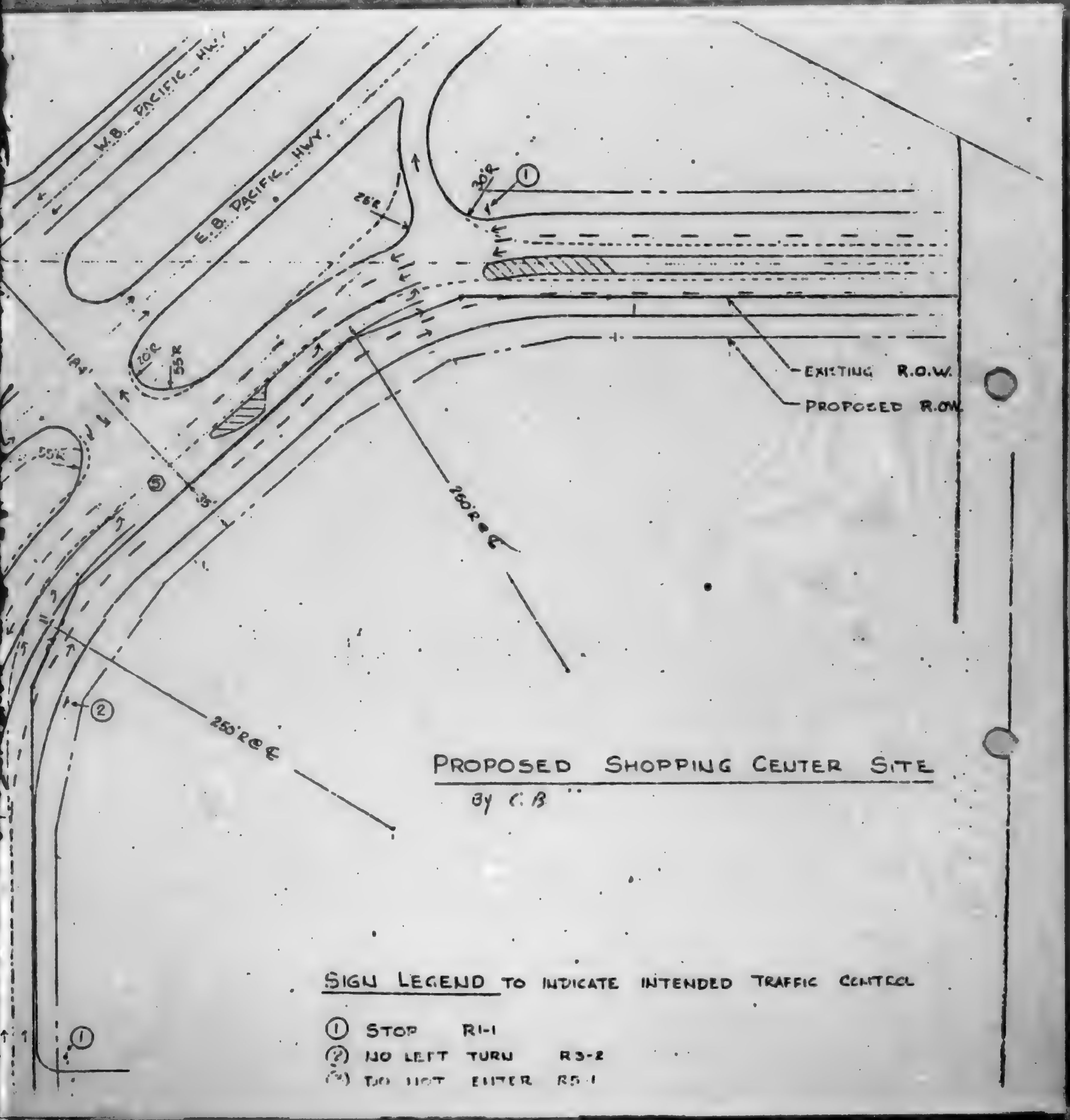

W.B. PACIFIC HWY
E.B. PACIFIC HWY
26'R
30'R
①
20'R
55'R
184'
55'R
⑤
35'
AT E.P.'S
②
③
25'R
①
②
①
250'R @ ℄
250'R @ ℄

PROPOSED SHOPPIN

BY C.B.

SIGN LEGEND TO INDICATE INTENDE

① STOP R1-1
② NO LEFT TURN R3-2
③ DO NOT ENTER R5-1


W.B. PACIFIC HWY.
E.B. PACIFIC HWY.
25'R
20'R
20'R
35'R
55'R
18'
35'
①
②
⑤
①
250'R @ ℄
250'R @ ℄
EXISTING R.O.W.
PROPOSED R.O.W.

## PROPOSED SHOPPING CENTER SITE

By C.B.

**SIGN LEGEND** TO INDICATE INTENDED TRAFFIC CONTROL

① STOP R1-1
② NO LEFT TURN R3-2
③ DO NOT ENTER R5-1

Form 1-3 / -Item 70318

8752

FASA-671 (2 (FAS634)

Wash Co

OREGON STATE HIGHWAY DEPARTM

# AUTHORITY FOR SURVEY

Section: Pacific Hwy West- ~~US 99W~~-3rd&Pine St. (City of Sherwood)

Highway: Sherwood ~~xxx~~. Blvd. (City street) FAS ~~634~~ A-671

County: Washington

Date: 7/13/76, 19

Authorization No. 1

Survey Prefix: 534-1928 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly end of this survey is the intersection of Sherwood Blvd., and several county roads, with 99W(State Hwy. No. 1W), at Six Corners. The southerly end will be 3rd & Pine St. in the City of Sherwood. The survey will be approximately 0.75 miles in length and will follow the existing alignment of Sherwood Blvd.

RECEIVED
COUNTY & CITY SECTION
NOV 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ DPE ☑ CE ☐ RE ☒ SPE ☐

Purpose of survey: To prepare plans, specifications and estimates for widening and providing curbs and sidewalks on Sherwood Blvd.

RS-A671 (1)
11-5-76

Estimate of cost:

| | |
|---|---|
| Plans 905 | 1,500 |
| Field (901) | $10,000.00 |
| Soils & Geology (910) | 1,000.00 |
| Right of Way (913) | 1,000.00 |
| Utility Liaison (914) | 500.00 |
| Specifications 921 | 500 |

| | |
|---|---|
| Total estimated cost of survey | $ 14,500 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Field Engineer

Recommended for Approval: Division Engineer

Recommended for Approval: Location ~~[illegible]~~ Engineer

Approved: E S Hunter Dpty State Highway Engineer

State Printing

6YR

OFFICE ENGINEERING SECTION
P. E. APPR. 11-5-76
FED. AID FAS-C STATE

8752

Fas 634
Wash Co

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 13, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: ADDITIONAL INFORMATION
Sherwood Blvd. Project
FAS-C
Washington County

Washington County has prepared an environmental assessment for the Sherwood Blvd. project and that assessment is presently being reviewed by the Region Environmentalist. The County's transmittal letter answers some questions brought up by Hal Reynoldson and in addition, the County has sent two maps and a typical section clarifying the County's proposal. This package is forwarded for your use now and following review the environmental assessment will be submitted to the Environmental Unit in Salem.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ RE ☐ BE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

PROJECT [illegible]
MAY 14 '76
REFERRED
Info Investigate R/D ✓

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS

ROOM 201
(503) 648-[illegible]

May 3, 1976

SE [✓ RE] RME [✓ RCE] [✓ FAE]
RECEIVED
TE RSM
UE MAY 0 4 1976 RSC
SO REGION I RBI
[✓ LOC]

Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
Region 1
P.O. Box 02157
Portland, Oregon 97202

Dear Jon:

being revised

Attached is the project environmental assessment for the Sherwood Blvd. FAS-C project. Also attached is a typical section which indicates sidewalk on both sides of the road past the intersection at Six Corners.

There was a drawing of the intersection with Highway 99W which was a layout proposed by Carl Buttke, a consulting traffic engineer, for the developer of the proposed commercial site. This was discussed and approved by the Sherwood Planning Commission. Rick Kuehn, a traffic engineer with the State Highway Division, Region 2, was in attendance and discussed it with the City. This was a drawing showing a left turn lane for access to the commercial center and an additional travel lane to increase capacity for vehicles approaching the Six Corners (Highway 99W) intersection from Sherwood city center.

When the road design is drawn, particularly around the intersection area, it should be shown to the City of Sherwood and Washington County for approval. We would also involve the developer of the commercial center for his concurrence.

If you need any additional information, please contact me at any time, as we would like to help you in anyway we can.

Very truly yours,

T M Spear

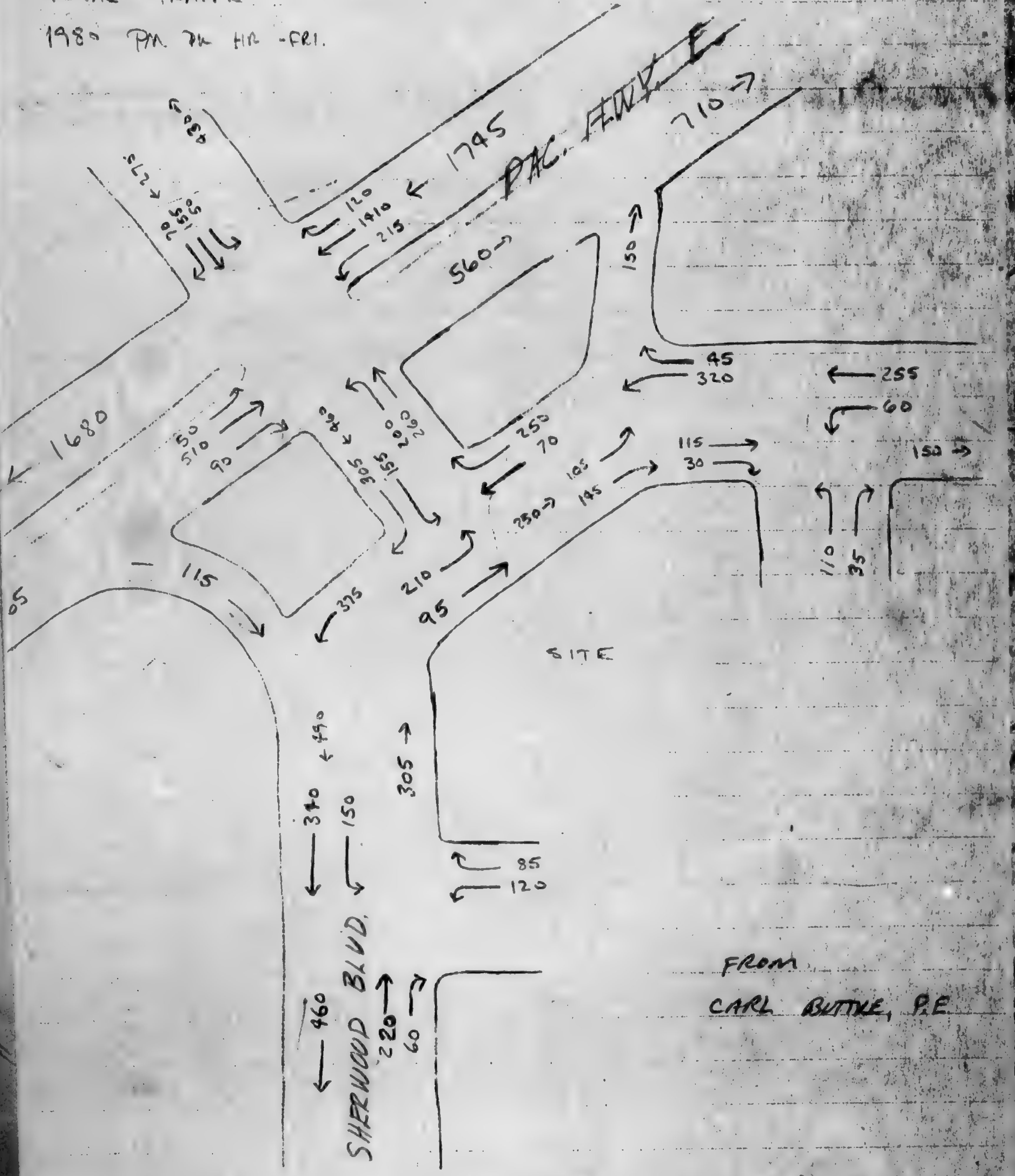
Tom Spear
Planning Coordinator

TS:ja
Attachments

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

P-27
6-12-75
2/6

TOTAL TRAFFIC
1980 PM PK HR - FRI.


PAC. FWY. E.
← 1795
710 →
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560 →
120
1410
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250
70
150
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320
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60
115
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105
145
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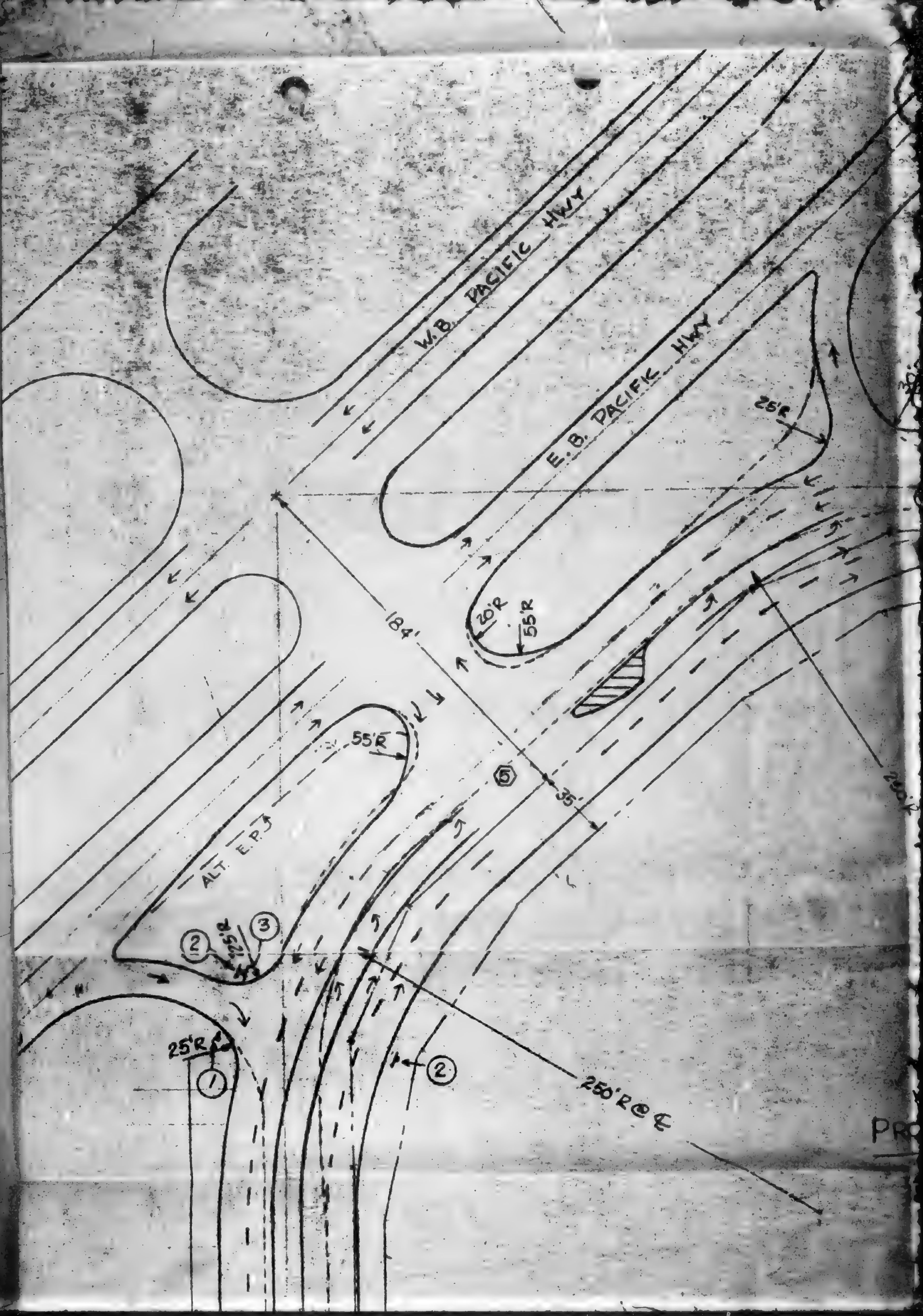
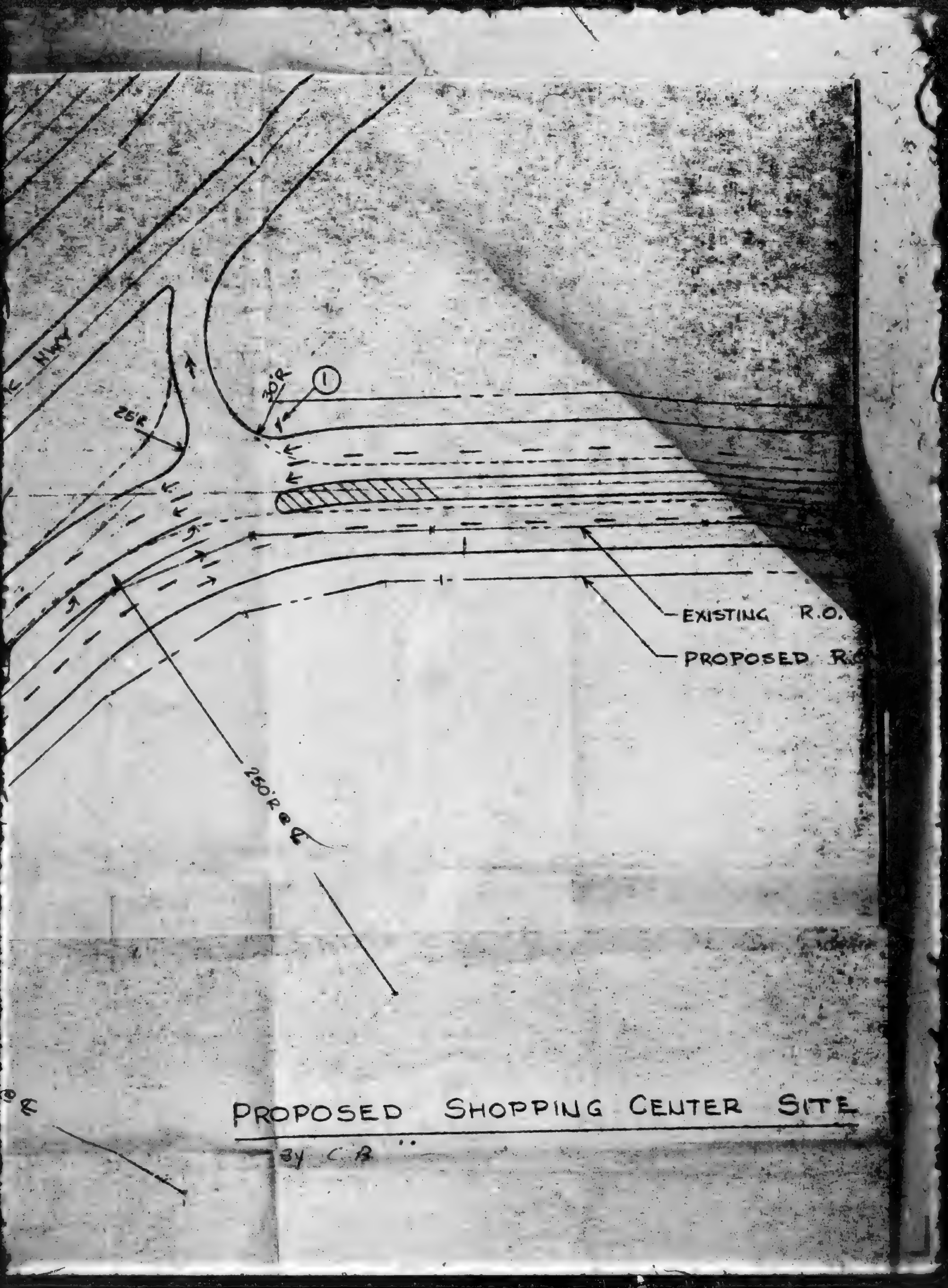
110
35
115
375
210
95
05
SITE
290
305
370
150
85
120
460
220
60
SHERWOOD BLVD.

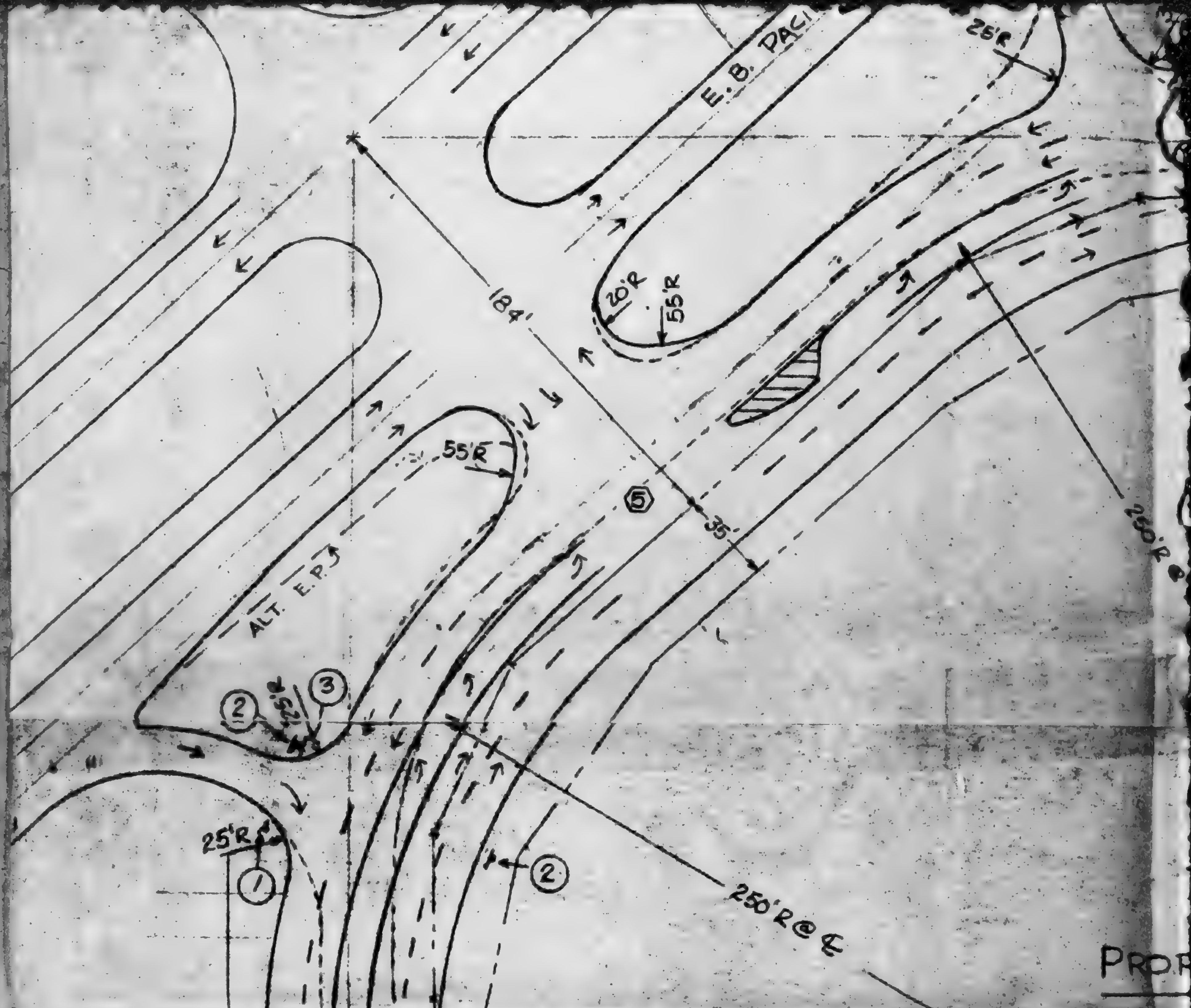
FROM
CARL BUTTKE, P.E.


W.B. PACIFIC HWY
E.B. PACIFIC HWY
25'R
20'R
55'R
184'
55'R
⑤
35'
ALT. E.P.
②
25'R
③
25'R
①
②
250'R @ ℄
PRO


HWY
25'R
30'R
①
EXISTING R.O.
PROPOSED R.
250'R @ ℄
@ ℄

PROPOSED SHOPPING CENTER SITE

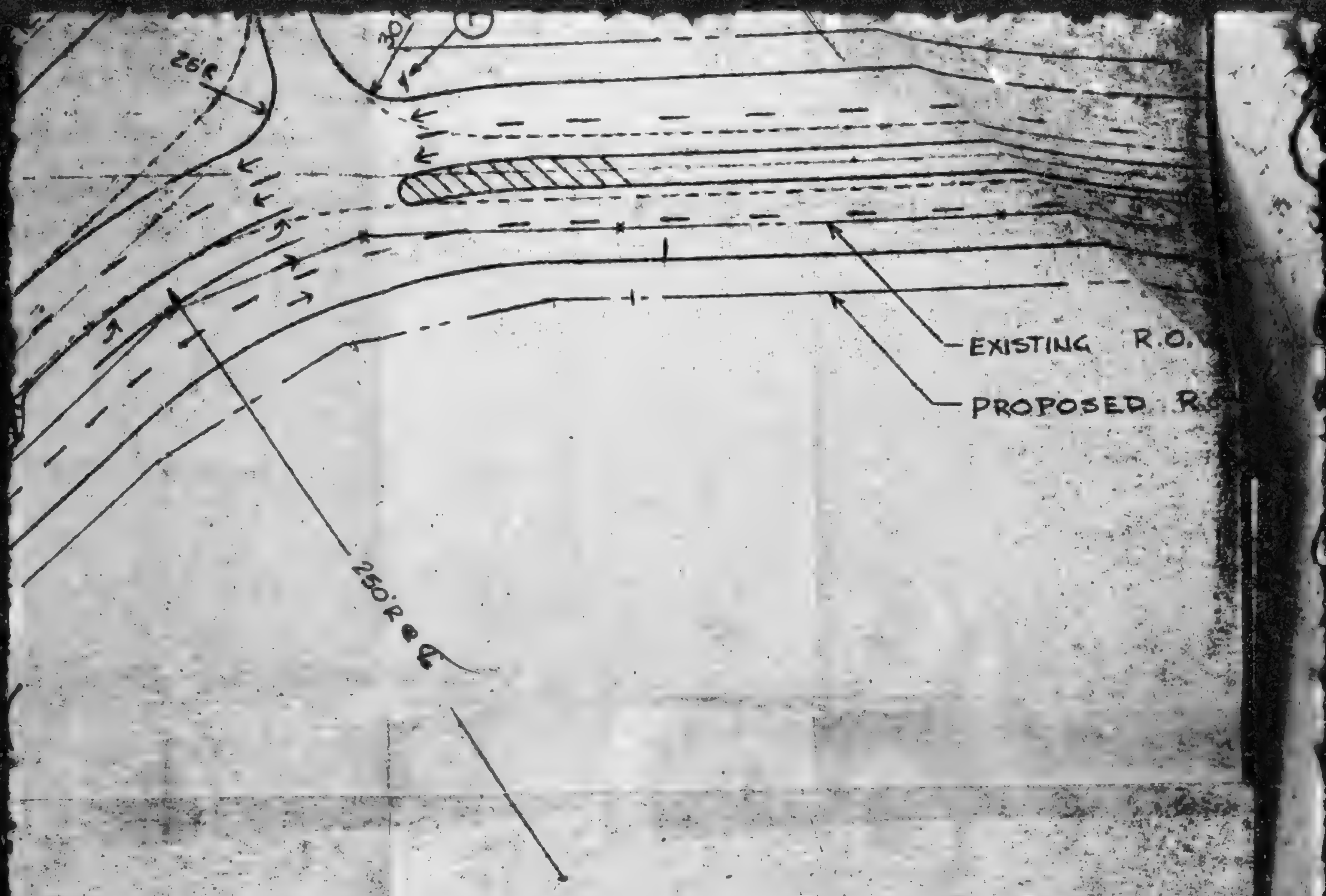
By C.B.


E.B. PACI
25'R
184'
20'R
55'R
55'R
⑤
35'
ALT. E.P.3
②
25'R
③
25'R
①
②
250'R@℄
250'R@
RWOOD
D.
①

PROP

SIGN LEGEND

① STOP RI
② NO LEFT TU
③ DO NOT E
④ SIGNAL AHEA


①
30
25'R
EXISTING R.O.
PROPOSED R.
250'R @ ℄

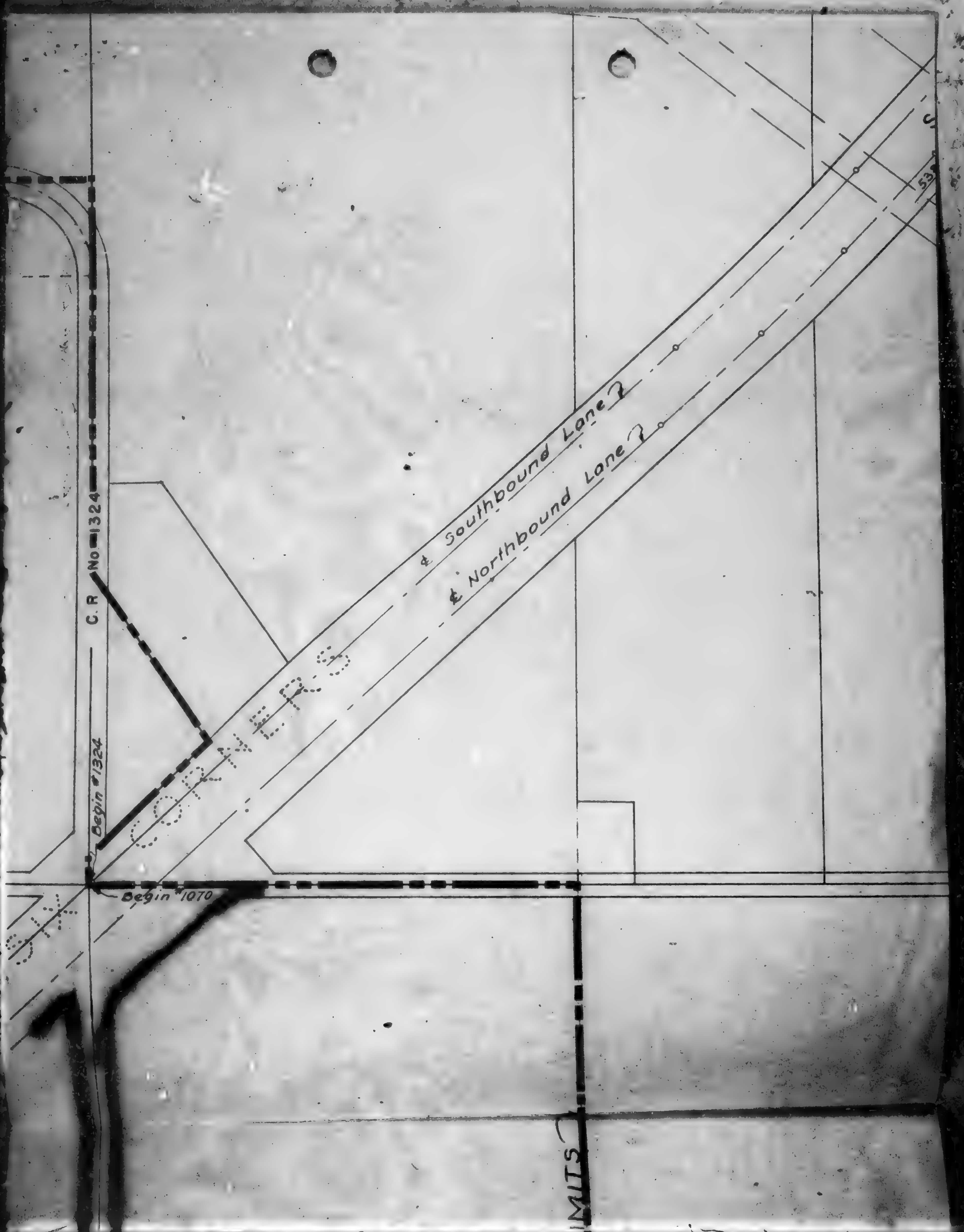
@ ℄

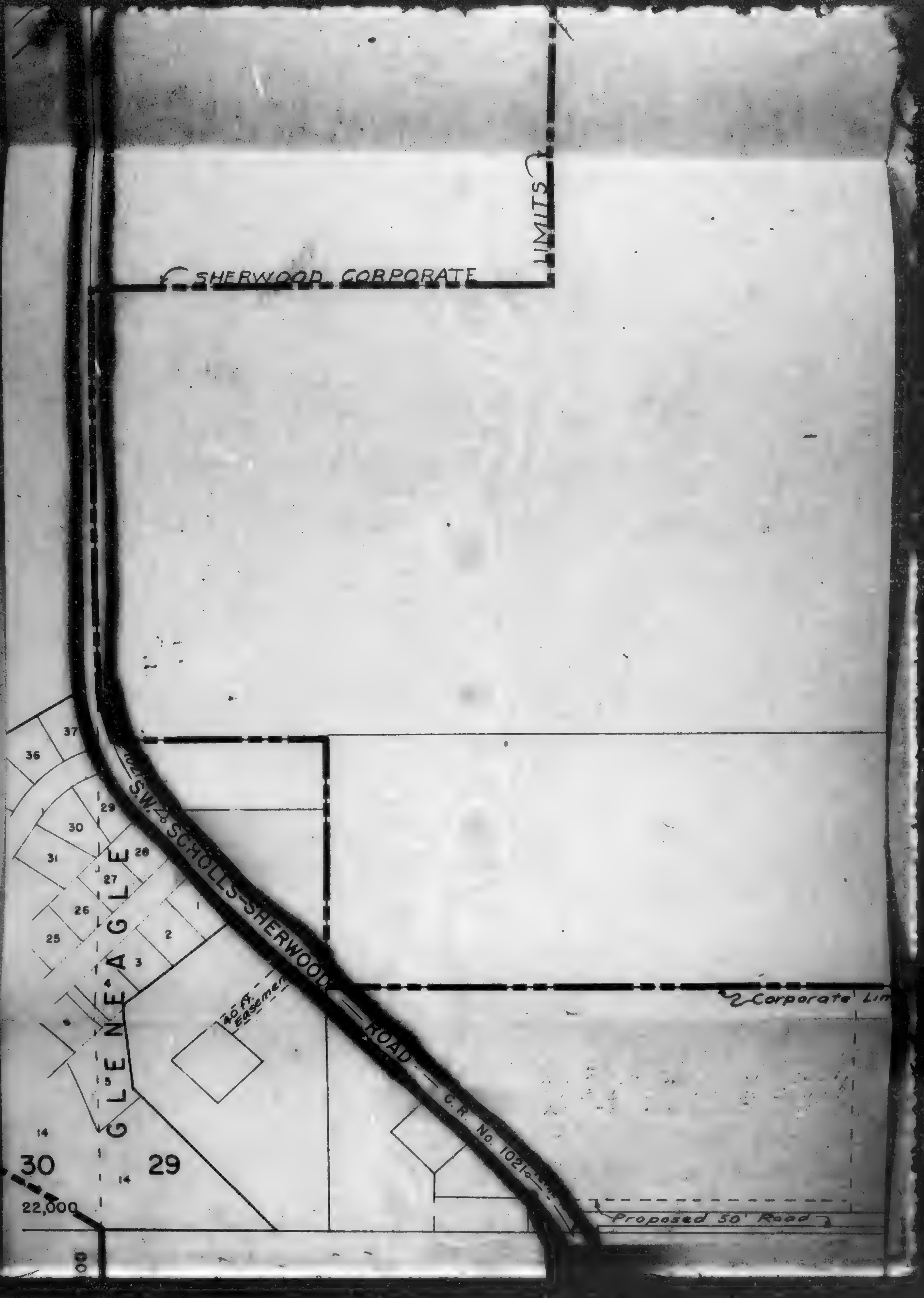
## PROPOSED SHOPPING CENTER SITE

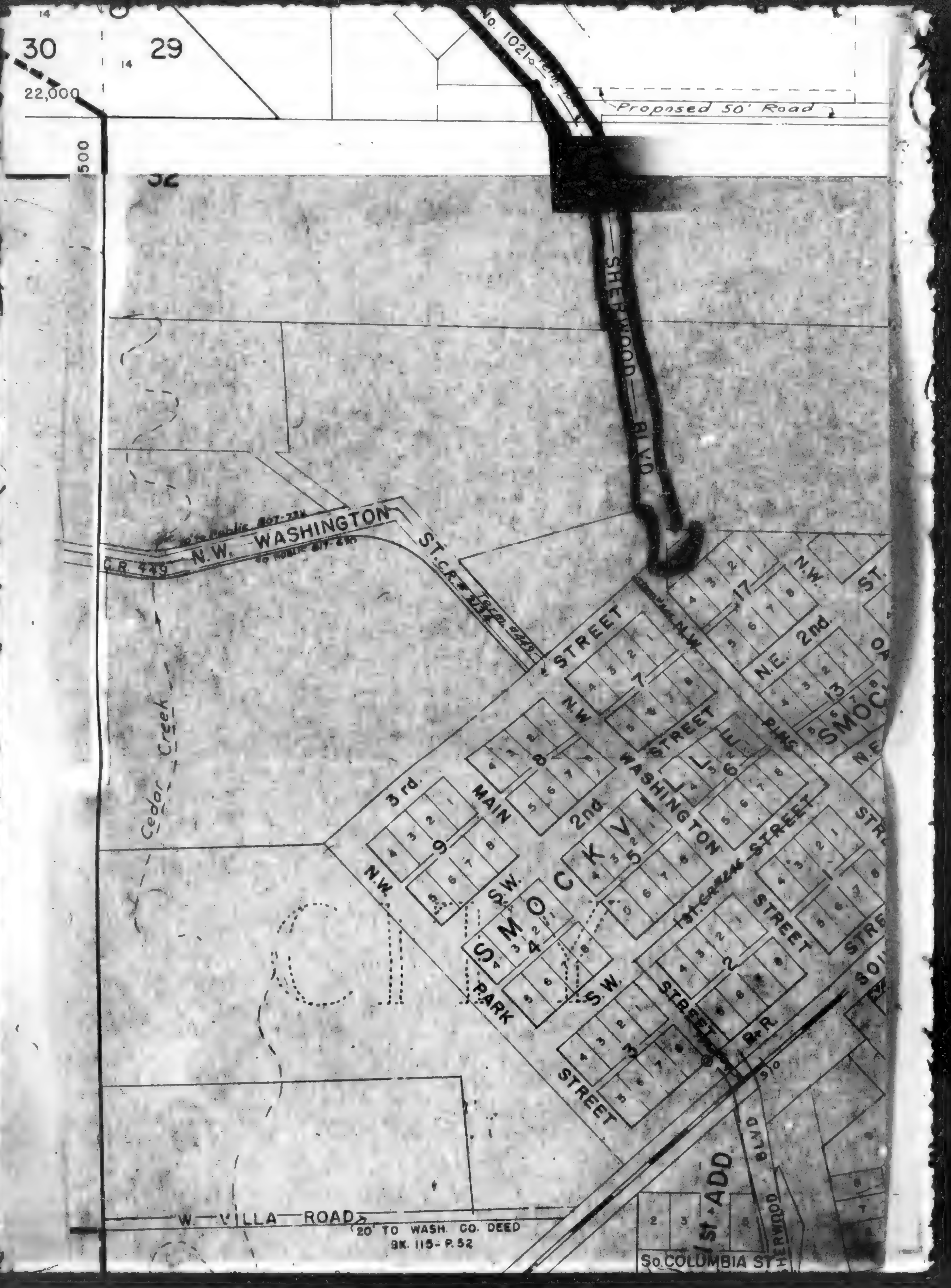
By C.B.

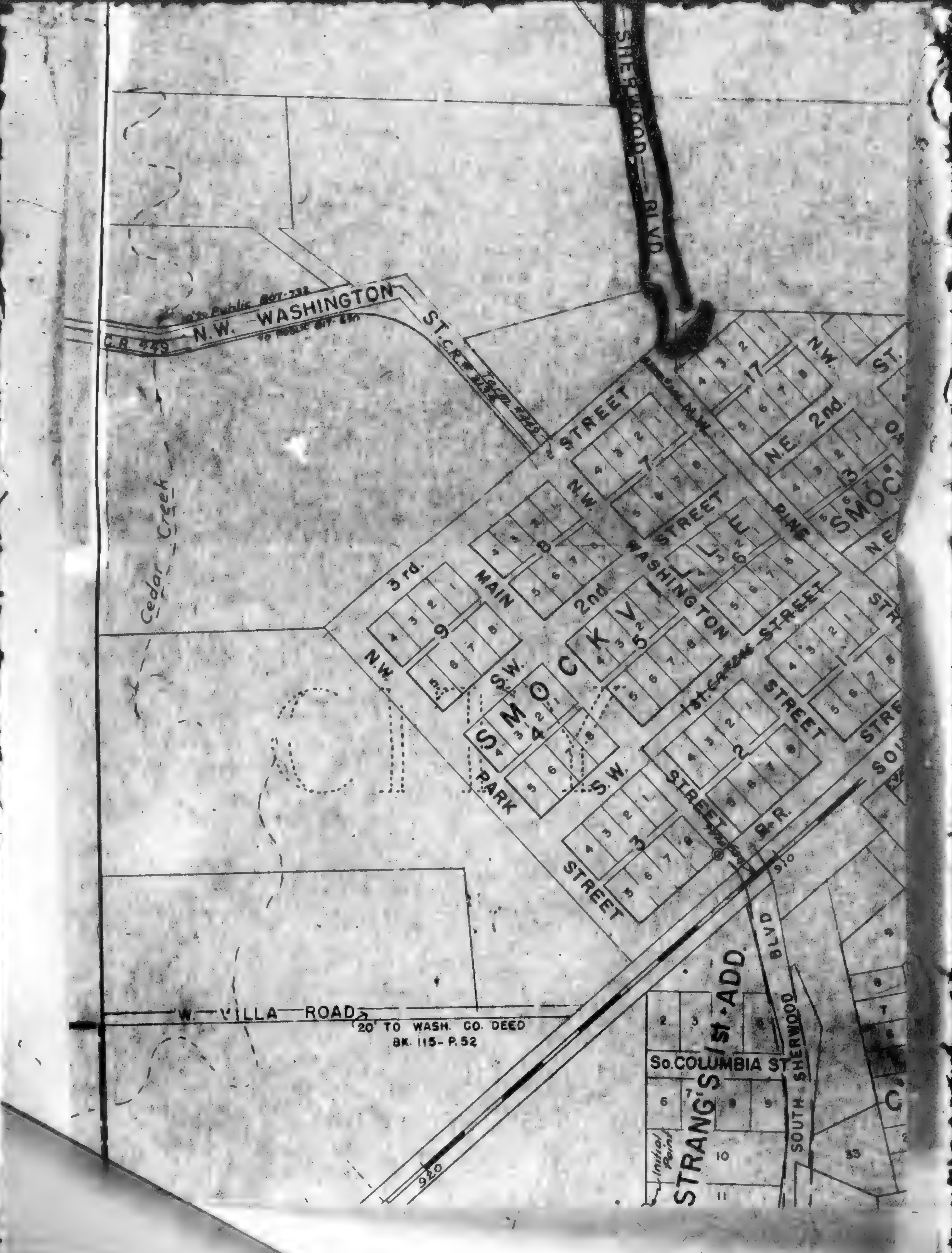
**SIGN LEGEND** TO INDICATE INTENDED TRAFFIC CONTROL

① STOP R1-1
② NO LEFT TURN R3-2
③ DO NOT ENTER R5-1
④ SIGNAL AHEAD W3-3


℄ Southbound Lane
℄ Northbound Lane
C.R. No. 1324
Begin #1324
Begin #1070
MITS
53


SHERWOOD CORPORATE
LIMITS
S.W. SCHOLLS-SHERWOOD ROAD
C.R. No. 1021
Corporate Lim
Proposed 50' Road
40 ft. Easement
GLENEAGLE
37
36
29
30
31
28
27
26
25
1
2
3
4
5
14
30
29
14
22,000


30
29
14
14
22,000
500
32
No. 1021
Proposed 50' Road
SHERWOOD BLVD.
N.W. WASHINGTON ST. C.R. 449
C.R. 449
Public 807-734
to Public 807-635
C.R. # 2134
Tacm. #449
Cedar Creek
STREET
N.W.
N.W. 2nd
N.E. 2nd
ST.
OA
17
7
8
9
6
5
4
3
2
1
13
3rd.
MAIN
2nd
WASHINGTON
STREET
N.W.
S.W.
SMOCKVILLE
SMOC
N.E.
STRE
1st C.R. 2136 STREET
STREET
PARK
S.W.
STREET
R.R.
STREET
SOU
910
W. VILLA ROAD
20' TO WASH. CO. DEED BK. 115 - P. 52
1st ADD
BLVD
SHERWOOD
So. COLUMBIA ST


SHERWOOD BLVD
N.W. WASHINGTON ST.
C.R. 449
C.R. # 2348
to Public 807-732
to Public 807-734
Cedar Creek
STREET
N.W.
3rd.
MAIN
N.W.
2nd
WASHINGTON
STREET
PINE
N.E. 2nd
N.W.
ST.
N.E.
SMOCKVILLE
SMOC
1st STREET
STREET
S.W.
S.W.
PARK
STREET
STREET
R.R.
SOU
STR
STRE
1
2
3
4
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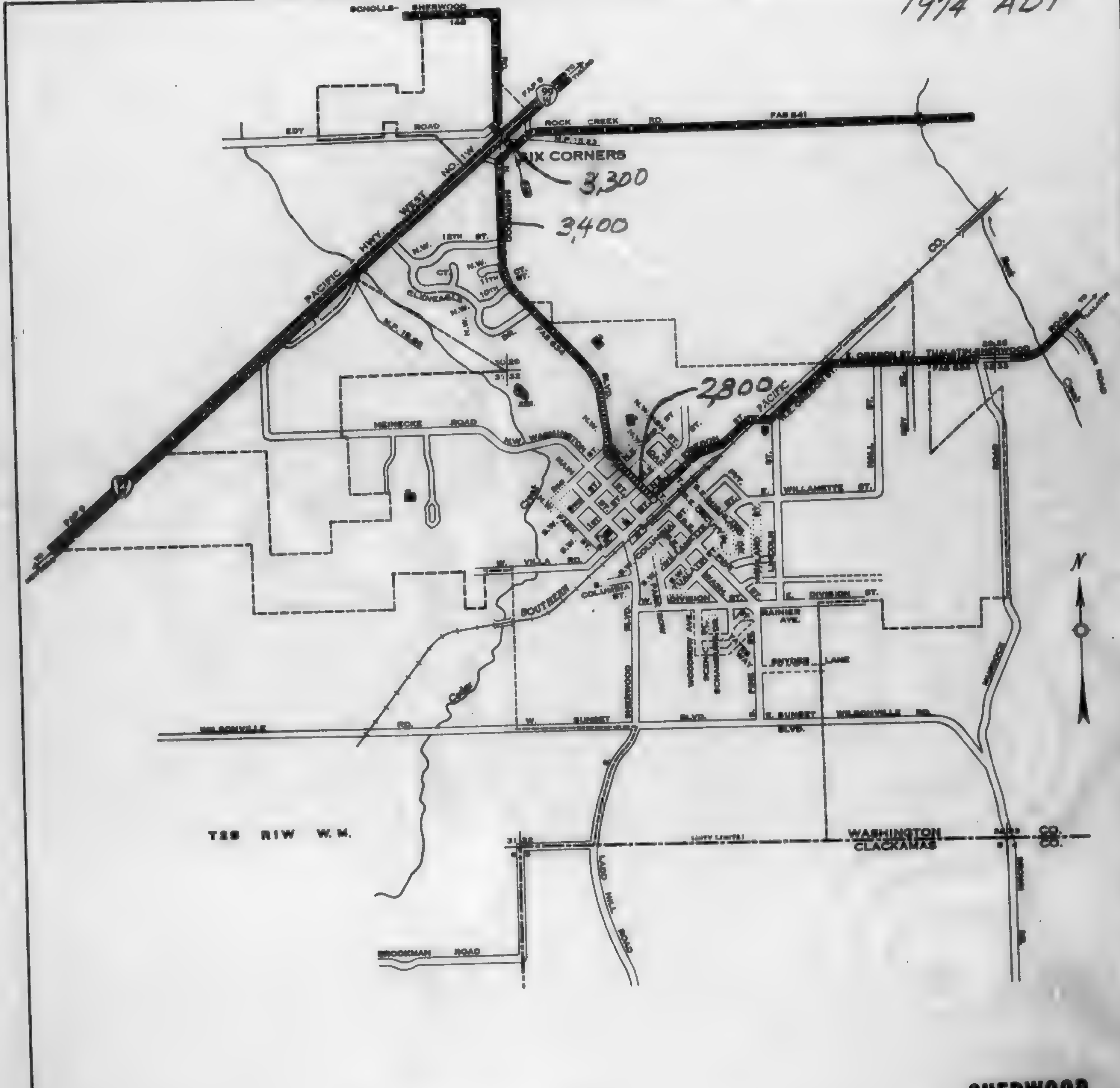
6
7
8
9
17
W. VILLA ROAD
20' TO WASH. CO. DEED
BK. 115- P. 52
910
920
So. COLUMBIA ST
STRANG'S 1st ADD
SOUTH SHERWOOD BLVD
Initial Point
10
11
33

1974 ADT


SCHOLLS- SHERWOOD
140
FAP 9
99W
TO TIGARD
EDY ROAD
ROCK CREEK RD.
FAS 841
M.P. 15.23
SIX CORNERS
3,300
3,400
PACIFIC HWY. WEST NO. 1W
N.W. 12TH ST.
N.W. 11TH CT.
N.W. 10TH
CT.
CLOVEAGLE DR.
M.P. 15.95
FAS 832
30 29
31 32
HEINECKE ROAD
N.W. WASHINGTON ST.
BLVD.
2800
PACIFIC
SOUTHERN
CO.
E. OREGON ST.
TUALATIN-SHERWOOD ROAD
FAS 832
29 28
32 33
TO TUALATIN
TONQUIN ROAD
Creek
MAIN
PARK
1ST
E. WILLAMETTE ST.
LINCOLN
W. VILLA RD.
COLUMBIA ST.
S.W. TUALATIN ST.
WASH. ST.
W. DIVISION
E. DIVISION ST.
RAINIER AVE.
SNYDER LANE
WOODROW AVE.
SHERWOOD BLVD.
W. SUNSET BLVD.
E. SUNSET BLVD.
WILSONVILLE RD.
Cedar Creek
T2S R1W W.M.
LADD HILL ROAD
31 32
6 5
(CITY LIMITS)
WASHINGTON CO.
CLACKAMAS CO.
33 34
BROOKMAN ROAD
N

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ▲ | POST OFFICE | ■ | PUBLIC BLDG. |
| ■ | SCHOOL | CY | CITY HALL |
| ⊙ | CITY CENTER | CT | COURT HOUSE |
| ● | R.R. DEPOT | A | ARMORY |
| — | CITY LIMITS | L | LIBRARY |

# SHERWOOD

## WASHINGTON COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DIVISION
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,640

Scale in Feet

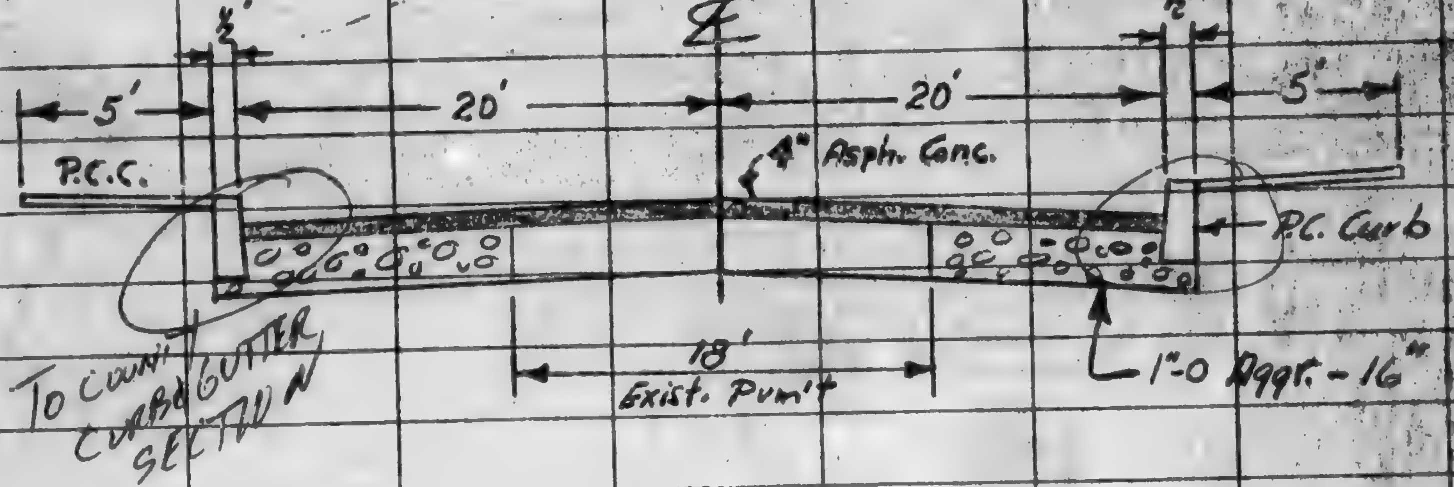
Revised November 1972

[illegible]

Easterly Entrance onto [illegible]

Jan. 1976

# TYPICAL SECTION



½'
℄
½'
5'
20'
20'
5'
P.C.C.
4" Asph. Conc.
P.C. Curb
18'
Exist. Pvm't
1'-0 Aggr. - 16"
To County Curb & Gutter Section

8752

9

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 23, 1976

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
MAR 3 0 1976

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating four proposed Federal-aid Secondary projects--one each in Baker and Washington Counties and two in Lane County.

The project in Baker County is for constructing a bridge over the Powder River on Middle Bridge Road, FAS 01-109, east of Baker. FAS funds required for this project are estimated to be $170,000, of which $19,000 will be the State's cost.

The first project requested by Lane County is a bridge over the Parsons Creek on Marcola Road, FAS 228, northeast of Springfield. FAS funds required for this project are estimated to be $100,000, of which $11,000 will be the State's cost.

The second project in Lane County is for the construction of two bridges over Dexter Reservoir, on the Jasper-Lowell Road, FAS 230, south of Lowell. The estimated FAS funds required for this project are $650,000, of which $72,000 will be the State's cost.

Washington County's project consists of widening and improving Sherwood Boulevard, FAS 634, from Pacific Highway West to Third Street in the City of Sherwood. FAS funds required for this project are estimated at $480,000, of which $53,000 will be the State's cost.

**These project requests will be on the agenda for the March 30 meeting and I recommend your approval.**

Att.

| bc: | |
|---|---|
| C. W. Head w/att. | E. L. Hardt w/att. |
| G. M. Baldwin w/att. | Alfred Shirley w/att. |
| E. S. Hunter w/att. | W. E. Schwartz w/att. |
| R. L. Schroeder w/att. | Don Harwell |
| H. S. Coulter w/att. | George Bell w/att. |
| L. W. Rulien | |
| V. E. Skoog w/att. | RHP:dp dpy |

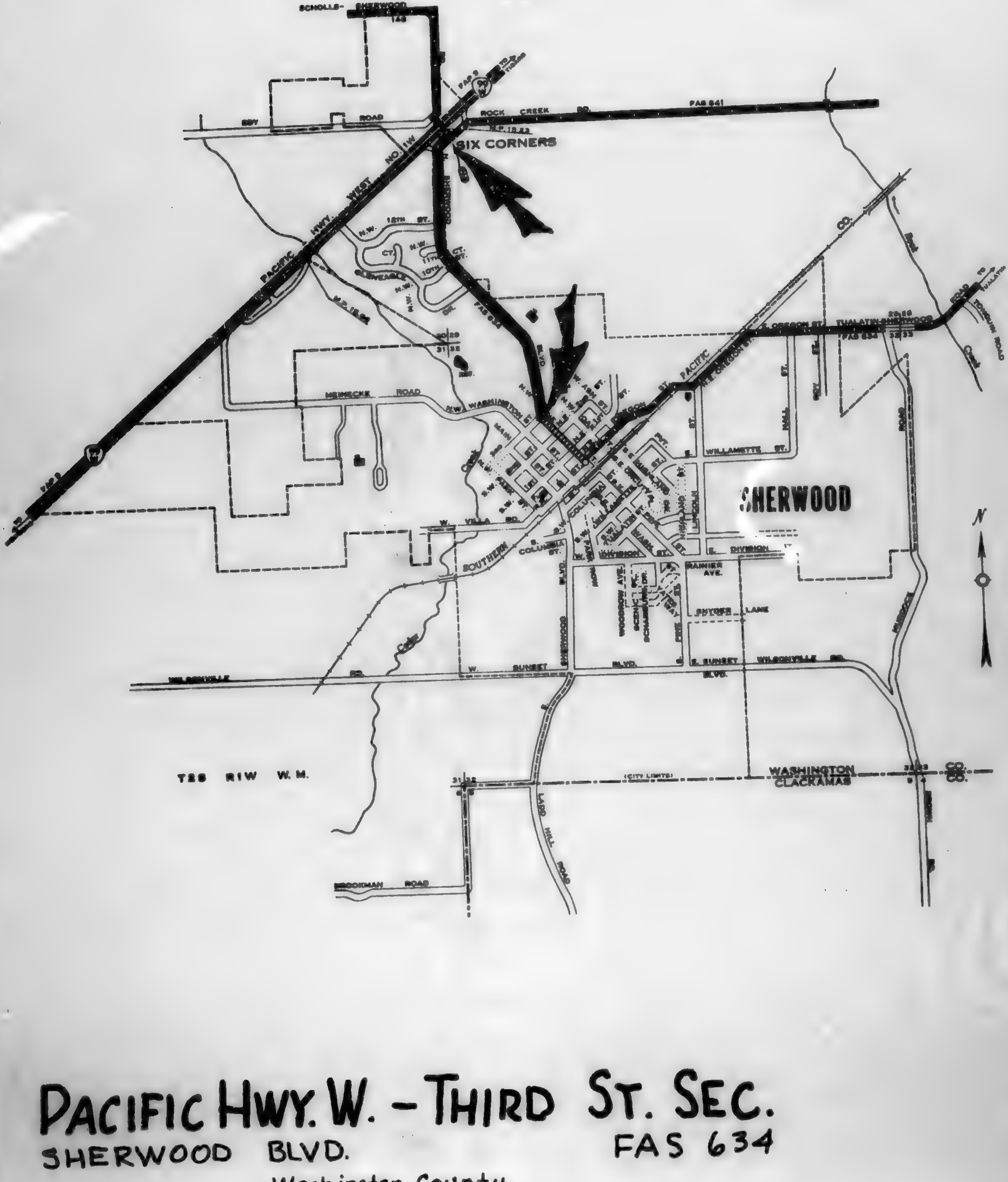
WASHINGTON COUNTY
Proposed FAS-C Project

FAS 634
Pacific Highway West-Third Street Section
N. Sherwood Boulevard
Grade, base, curb and pave
$480,000

Construct a paved street section 40 feet between curbs. Traffic will be maintained during construction and contractor will perform all construction signing. Additional right-of-way is not anticipated; a public hearing may be offered.

State will perform preliminary engineering design and construction engineering. County will provide right-of-way location and permanent monumenting, striping and permanent signing.

76-c
3/16/76


SCHOLLS-SHERWOOD
FAP 3
ROCK CREEK RD.
FAS 841
ROAD
SIX CORNERS
PACIFIC HWY. WEST NO. 1W
N.W. 12TH ST.
N.W. 11TH CT.
10TH
MEINECKE ROAD
N.W. WASHINGTON ST.
FAS 634
MAIN
W. VILLA RD.
SOUTHERN
PACIFIC
CO.
OREGON ST.
TUALATIN-SHERWOOD
WILLAMETTE ST.
HALL ST.
COLUMBIA ST.
DIVISION ST.
E. DIVISION
RAINIER AVE.
WOODROW AVE.
SNYDER LANE
LINCOLN
HIGHLAND
SHERWOOD
W. SUNSET BLVD.
E. SUNSET BLVD.
WILSONVILLE RD.
WILSONVILLE
TONQUIN ROAD
TO TUALATIN
LADD HILL ROAD
BROOKMAN ROAD
WASHINGTON CO.
CLACKAMAS CO.
(CITY LIMITS)
T2S R1W W.M.
N

PACIFIC HWY. W. - THIRD ST. SEC.

SHERWOOD BLVD. FAS 634

Washington County

fas 634
Wash Co

Salem
February 25, 1976

Robert H. Prange
Rural Engineer

Pacific Hwy. W.-Third St. Section
N. Sherwood Blvd., FAS 634
Washington County

Mr. Jon Rose
Region 1 Federal Aid Engineer

$480,000

Washington County's application for the above FAS-C project has been reviewed and will be processed for Transportation Commission approval at the March 30, 1976 meeting.

RHP:dp

Note:
Make three-way agreement
between State - Wash. Co. - City
of Sherwood. City to pay
County's 11% share of Project.
John Crockett called about this 3-18-76

☐ ENGR. ☐ ASST. ☒ CE ☒ RF ☐ IK
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Fas 634
Wash Co

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 10, 1976

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: Project Request
Sherwood Blvd. FAS-C Project
Washington County

Here are three copies of a project request submitted by Washington County. The proposal is to improve Sherwood Blvd. from Pacific Highway West to Third Street in Sherwood. The County's package is forwarded for preliminary processing and as soon as the environmental assessment is received it will be reviewed and submitted. In a telephone conversation, John Crockett has told me that the County is presently working on the assessment.

Region staff has looked at this proposal on the ground with Washington County and if there are questions please call this office.

$480,000
To Trans. Com.
For March Meet.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ RPE ☐ CE ☒ BE ☑ RPE ☐

PROJECT MANAGEMENT
FEB 11 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
|  |  |  | ✓ |  |  |  |

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

**DEPT. OF PUBLIC WORKS**
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

January 29, 1976

S

LOC

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Jon:

Attached are the following agreements between Washington County and the State of Oregon for federal aid projects:

1. Cornelius Pass Road ( Cornell to Croeni )
2. Cornelius Pass Road ( Croeni to county line )
3. Cornelius Pass Road Railroad crossing protection gates for Burlington-Northern
4. Off System Project - Hornecker Road Bridge

Attached to each set of agreements is a copy of the minute order authorizing the Chairman of the Washington County Board of Commissioners to execute these agrements.

As soon as the re-drafted agreements between Washington County and the Rainbow Lane Special Road District have been executed by the district, we will then forward them to you together with the agreements between Washington County and Oregon State Highway Division for the administration of that project.

Also included in this packet is the application for a federal aid secondary project being Pacific Highway to Sherwood section of the Scholls Sherwood Road. This is FAS #634.

Thank you for your cooperation and assistance in the matter of our federal aid projects. If you have any questions do not hesitate to contact me.

Yours very truly,

John F. Crockett

John F. Crockett, P.E.
Deputy Director of Public Works

JFC:js
Attachments

# WASHINGTON COUNTY

*Inter-Department Correspondence*

Date January 22, 1976
For Meeting of: January 27, 1976

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Recommended actions Federal Aid Secondary System

The Federal Aid Secondary System consists of a group of county roads lying outside the designated urban areas. We have applied through the CRAG functional classification system to place more of our county roads on this system, however approval has not yet been accomplished. Projects are implemented by application to and approval of the State Highway Commission and an agreement with the County. They are funded 78% federal funds, 11% state funds, and 11% local funds. A deposit of the local share is required after bid opening and before letting a contract. If approved, the County may perform preliminary engineering and/or construction engineering receiving reimbursement for the expenses. Selection of projects to be funded is based on a formula derived by the Association of Oregon Counties and approved by the state. The formula ranks each of the 36 counties with the highest priority given those counties that have not utilized their funds. In order to be considered for allocations, counties must have their applications to the state no later than February 1st of each year. While later applications might be funded, those made prior to this date are given preference.

The following is the current status of Washington County's federal aid secondary applications d funds :

| PROJECTS | STATUS | ESTIMATED COSTS ($) FED. FUNDS | COUNTY($) DEPOSIT | COUNTY($) EARNINGS |
|---|---|---|---|---|
| 1. Glencoe Railroad Crossing | Application in | 120,000 | -0- | |
| 2. Cornelius Pass Railroad Crossing | Agree. to Board | 40,000 | -0- | |
| 3. Cornelius Pass Rd. Widening (Cornell to Croeni) | Agree. to Board | 202,800 | 28,600 | 31,700 |
| 4. Cornelius Pass Rd. Widening (Croeni to county line) | Agree. to Board | 436,800 | 61,600 | 68,200 |
| 5. West Union Rd. Bridge (E. of Glencoe) | App. in, not yet on FAS system | 156,000 | 22,000 | -0- |
| 6. Sherwood Rd. | App. to Board | 372,840 | -0- (City) | -0- |
| TOTALS------ | | 1,328,440 | 112,200 | 99,900 |
| Fed. Funds available 1/1/76 | | 1,117,111 | | |
| Additional federal funds needed | | 211,329 | | |
| Est. FY 77 Allocation (spring of 1976) | | 134,460 | | |
| Need to borrow ahead | | 76,869 | | |

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76 31
DATE 1 27 76
BY Jo Ann Johansen
CLERK OF THE BOARD

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ BE ☐ UPE ☐

A brief description of the projects follows:

1. GLENCOE RAILROAD CROSSING - This is a "G" type project funded 100% from the county's allocation of federal aid secondary funds. An application has been made and approved by your Board to replace the old wooden overcrossing structure on Glencoe Road in the City of North Plains with a grade crossing. We are awaiting approval of the Transportation Commission and an agreement for execution. There will be no direct cost to the county.

2. CORNELIUS PASS RAILROAD CROSSING - This project is also a "G" type, has been approved by the Transportation Commission and an agreement submitted for your execution.

3 & 4. CORNELIUS PASS ROAD WIDENING - These projects are to widen Cornelius Pass Road to an improved two lane width from Cornell Road to the county line. County will be performing preliminary engineering, construction engineering, striping and signing. For this work the county will receive a refund estimated at $99,900. At the time bids are opened and before a contract is let, the county will be required to deposit its local share with the state. It is assumed that this deposit will be needed in the next fiscal year. Both of these projects have been approved by the Transportation Commission and agreements are available for your Board to execute.

5. WEST UNION ROAD BRIDGE - This project involves replacing the long wooden structure on West Union Road just east of Glencoe Road. Although your Board has forwarded an application to the State, West Union Road is not yet on the federal aid secondary system. Federal funds have been obligated but the project will be held in abeyance until the road is placed on the system. It is estimated, therefore, that the deposit will not be needed in the next fiscal year.

6. SHERWOOD BOULEVARD - Sherwood Road is a county road in the City of Sherwood running from 99W past a proposed shopping center and two schools to its intersection with Third Street in Sherwood. Unlike the cities of Tualatin, Tigard, Beaverton, Hillsboro and Forest Grove, Sherwood is not in the urban area, and therefore, not eligible to utilize federal aid urban funds. Therefore, this project will be of significant benefit to both the city and the county and would rank among the highest in needs on our federal aid secondary system. The city has imposed certain conditions on the developer of a shopping center fronting on this road, and therefore, the local share of this project will be provided by the city and the developer. We have been working with the city administration and council, and the State Highway Division has run a reconnaissance study to arrive at the amount placed in the application. The application has been prepared is available for your Board's execution.

The three agreements and the application are all standard forms of a type executed by the County on previous Federal Aid Secondary Projects. They do not specify any dollar amount and offer the county the option of termination. These agreements are available for your inspection should you desire.

One other project which is not listed above is the improvement of Golf Course Road primarily in the City of Cornelius. It was proposed to raise the local share by a County Local Improvement District for those portions outside the city and a City Local Improvement District. The county held its hearing on the LID on September 16, 1975 and suspended the project for six months. The city has not as yet held its LID hearing. At such time as local funding is assured through the two LID's, an application for a federal project will be prepared for y execution.

RECOMMENDATION: - It is recommended that your Board authorize execution of the agreements for projects 2, 3, & 4 listed on page 1 and the application for project #6.

Respectfully submitted,

Ken Meng

KM:js

fas-c
Wash Co
FAS 634

**WASHINGTON COUNTY**
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

January 19, 1976

Mr. Don Harwell
City-County Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

REF: FAS-C Application - Letter of Intent

Gentlemen:

This is to inform you that it is the intent of Washington County to submit a Federal Aid Secondary Project application for the improvement of Sherwood Boulevard (a county road in the City of Sherwood, Oregon) from Highway 99W to Third Street in said city.

We have had several meetings on this project, the State Highway Division has performed a reconnaissance study,and is now in the process of reviewing that study. Upon receipt of the information from the regional office, Oregon State Highway Division, it is our intent to prepare and forward an application for an FAS-C project. This letter is to record that intent.

Very truly yours,

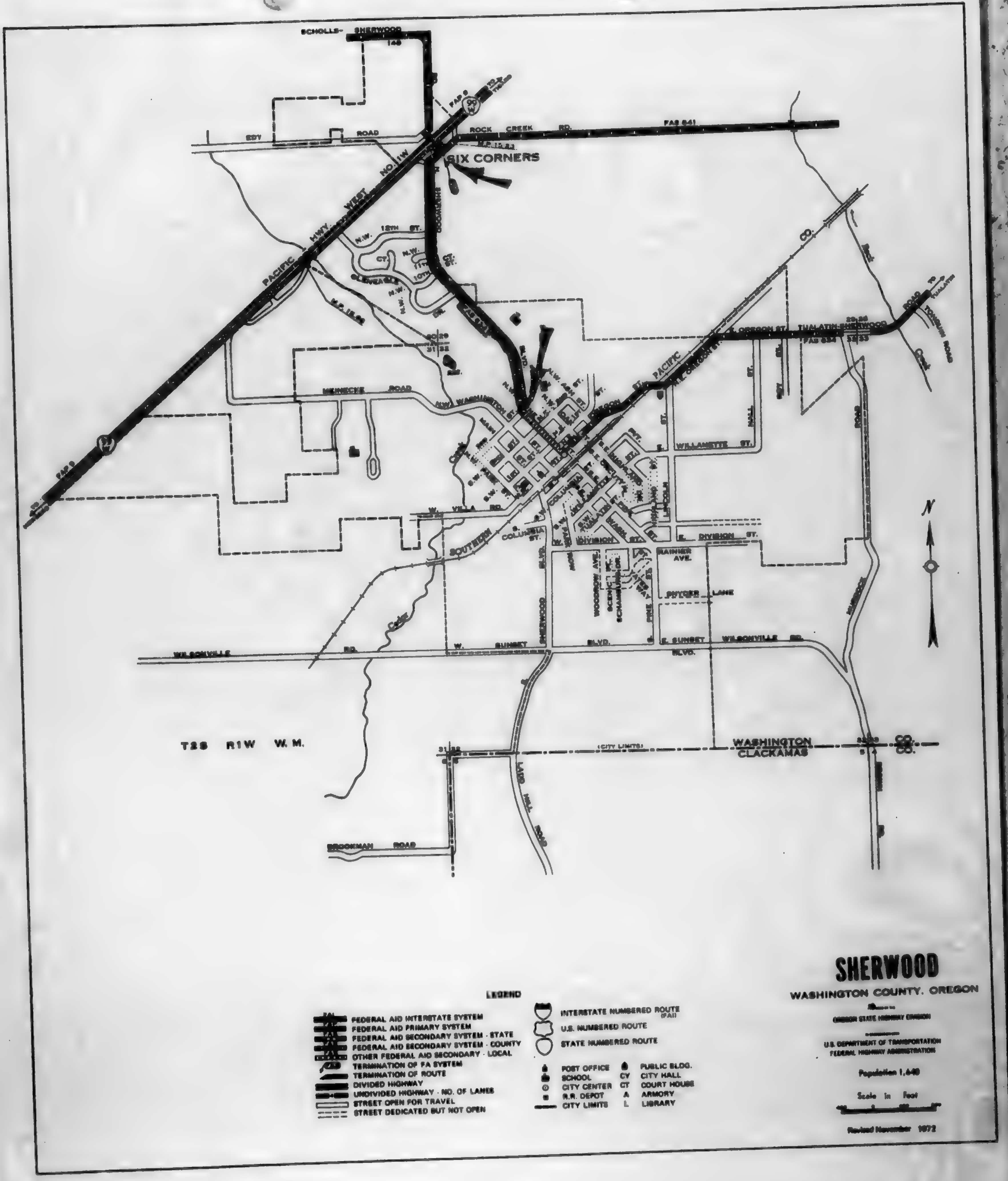
Ken Meng
Director of Public Works

KM:js

cc: Ed Hardt, Regional Office
Bill Penhollow, AOC
Ed Walden, City of Sherwood
County Administrative Officer
Deputy Director of Public Works

Prange - Discuss pls

RECEIVED
COUNTY & CITY SECTION
JAN 21 1976
☐ ENGR. ☐ COOR. ☒ UE ☒ AE ☑ BE
☐ UPE ☐ CE ☒ RE ☐ DPE ☐


SCHOLLS-SHERWOOD
EDY ROAD
ROCK CREEK RD.
FAS 841
SIX CORNERS
PACIFIC HWY. WEST NO. 1W
FAP 8
N.W. 12TH ST.
MEINECKE ROAD
W. VILLA RD.
SOUTHERN PACIFIC CO.
OREGON ST.
TUALATIN-SHERWOOD
FAS 834
WILLAMETTE ST.
E. DIVISION ST.
RAINIER AVE.
SNYDER LANE
WILSONVILLE RD.
W. SUNSET BLVD.
E. SUNSET BLVD.
WASHINGTON CO.
CLACKAMAS CO.
(CITY LIMITS)
LADD HILL ROAD
BROOKMAN ROAD
T2S R1W W.M.
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
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U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

# SHERWOOD

WASHINGTON COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DIVISION

[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,640

Scale in Feet

Revised November 1972

8752

# COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Washington FAS No. 634 Date January 27, 1976
County Road Name S. W. Sherwood Boulevard
Section Name Pacific Highway - Scholls-Sherwood Section N. Sherwood Blvd - Third St. Sec.
Type of Project Road Improvement to Urban Standards
Location of Project (Attach sketch map) ____
ADT 4,000 Design Speed 45MPH

Is this request for county bridge design only? Yes____ No X
County FAS bridge design? Yes____ No X

## I. ROAD PROJECT DATA

1. Traveled Surface: Type 4" A.C. Width 40 feet
2. Shoulders: Type Curbs Width ____
3. Grading & Drainage:
   By County____ County Date of Completion____ By Contract X
4. Bottom Base Course:
   By County____ County Date of Completion____ By Contract X
   Has base design been given to County? Yes____ No____
   Will it be furnished? Yes____ No N/A
5. Leveling Course:
   By County____ County Date of Completion____ By Contract X
6. Binder Course:
   By County____ County Date of Completion____ By Contract X
7. Traveled Surface & Shoulders:
   By County____ County Date of Completion____ By Contract X
8. Clearing:
   By County____ County Date of Completion____ By Contract X
9. Curbs:
   Curbs Required? Yes X No____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) County standard - curb & gutter
   Width between curbs 40 feet
10. Are pedestrian walkways necessary? Yes X No____
11. Are there any structures to be replaced or altered? Yes____ No X
12. Will replacement be by: County____ Contract____
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)
13. Will County adjust structure to new grade? Yes____ No____
14. Will County adjust structure to additional width? Yes____ No____

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No____

17. Does County wish sight posts installed? Yes____ No____

18. Does County wish State to permanently stripe project? Yes____ No X

19. Will County do striping? Yes X No____

20. Does County wish guardrail installed? Yes____ No X

By County__________ Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No N/A
By seeding and mulching Yes____ No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No X

23. Can through traffic be detoured? Yes____ No X

24. Must new detour be constructed? Yes____ No X

25. Will detour be maintained by County? Yes____ No X

26. Will detour be maintained by Contractor? (Within project ) Yes X No____

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

29. Should contract provide for permanent signing? Yes X No X

30. Should State do permanent signing? Yes X No X

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired Possible addition to existing signals at Highway 99 Intersection, to be determined by design (by others) Pedestrian signals to be installed for school.

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain________________________________________

## UNTY ROAD FAS-C PROJECT REQUES

To// swan 5/18/76

Name of County Washington FAS No. 634 A671 Date January 27, 1976
County Road Name S. W. Sherwood Boulevard
Section Name Pacific Highway - Scholls-Sherwood Section Pacific Hwy W.- Third St. Sec.
Type of Project Road Improvement to Urban Standards
Location of Project (Attach sketch map) Length 0.73 mile
ADT [redacted] 3400 Design Speed 45MPH

Is this request for county bridge design only? Yes___ No X
County FAS bridge design? Yes___ No X

| | 1976 | 1996 |
|---|---|---|
| ADT | 3400 | 340 |
| DHV | 5100 | 500 |

I. ROAD PROJECT DATA

1. Traveled Surface: Type 4" A.C. Width 40 feet
2. Shoulders: Type Curbs Width___
   2-11' AC travel lanes, 14' median and 2' shy
3. Grading & Drainage:
   By County___ County Date of Completion___ By Contract X
4. Bottom Base Course:
   By County___ County Date of Completion___ By Contract X
   Has base design been given to County? Yes___ No___
   Will it be furnished? Yes___ No N/A
5. Leveling Course:
   By County___ County Date of Completion___ By Contract X
6. Binder Course:
   By County___ County Date of Completion___ By Contract X
7. Traveled Surface & Shoulders:
   By County___ County Date of Completion___ By Contract X
8. Clearing:
   By County___ County Date of Completion___ By Contract X
9. Curbs:
   Curbs Required? Yes X No___
   Type Desired (rolled, exposure, monolithic, special county standard, etc.) County standard - curb & gutter
   Width between curbs 40 feet
10. Are pedestrian walkways necessary? Yes X No___ Both sides Yes X No —
    Width 5'
11. Are there any structures to be replaced or altered? Yes___ No X
12. Will replacement be by: County___ Contract___
    (NOTE: If by contract, fill out bridge project data on pages 3 and 4.)
13. Will County adjust structure to new grade? Yes___ No___
14. Will County adjust structure to additional width? Yes___ No___

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☐ UPF ☐ CF ☑ RF ☐ RPE ☐

App'd by
DOT
3/30/76

Assessment to Envir Unit
May 14, 1976

15. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is traveled [illegible] plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes____ No____

17. Does County wish sight posts installed? Yes____ No____

18. Does County wish State to permanently stripe project? Yes____ No X

19. Will County do striping? Yes X No____

20. Does County wish guardrail installed? Yes____ No X

By County____ Contractor____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No N/A
By seeding and mulching Yes____ No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No X

23. Can through traffic be detoured? Yes____ No X

24. Must new detour be constructed? Yes____ No X

25. Will detour be maintained by County? Yes____ No X

26. Will detour be maintained by Contractor? (Within project) Yes X No____

27. Will County sign project outside work area during construction?
Yes____ No X

28. Will Contractor sign project outside work area during construction?
Yes X No____

Stage Construction
Contractor to maintain traffic during construction

29. Should contract provide for permanent signing? Yes____ No X

30. Should State do permanent signing? Yes____ No X

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired Possible addition to existing signals at Highway 99 Intersection, to be determined by design (by others) Pedestrian signals to be installed for school.

32. Is project contingent upon other factors? Yes____ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____

Existing roadway 20'-24' AC roadway with 4' to 10' gravel shoulders
N. End - FAP-9
S. End - 20' PCC roadway with 10' AC shoulders

Remarks re Section I: Design will probably be wider at intersection of Sherwood Blvd. with Hwy 99(6 corners), which would develop road around the proposed commercial development, as intersection design can improve capacity since the intersection does restrict capacity and generates traffic problems. The developer (Mercury Development) has agreed to dedicate necessary right-of-way.

## II. BRIDGE PROJECT DATA

1. Name of river or stream__________

2. Name of bridge__________

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge.__________

5. Location (please attach map with locatin marked):__________
Section_____ Township_____ Range_____ W.M.

6. Desired width of bridge__________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes____ No____
Upstream_____ Downstream_____ Width_____

8. Does County wish a particular type of bridge design? Yes____ No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)__________

9. Will County firnish any materials for bridge? Yes____ No____
Explain__________

10. Foundation Testing: By County? Yes____ No____
By State? Yes____ No____

11. Will County close road during construction? Yes____ No____

12. Can presently established road be used as detour? Yes____ No____

13. Must a new detour be constructed? Yes____ No____

14. Will detour be maintained by County? Yes____ No____

15. Will detour be maintained by Contractor? Yes____ No____

16. Will County sign project outside work area during construction?
Yes____ No____

17. Will Contractor sign project outside work area during construction?
Yes____ No____

18. Approaches or Connections by County Yes____ No____
by Contractor Yes____ No____

Traveled surface: Type__________ Width__________
Shoulder surface: Type__________ Width__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes____ No____

N.W. quadrant distance from structure__________________
N.E. quadrant distance from structure__________________
S.W. quadrant distance from structure__________________
S.E. quadrant distance from structure__________________

20. Guardrail: Desired on approaches or connections: Yes____ No____
By County__________ Contractor__________
Right side only? Yes____ No____
Both sides? Yes____ No____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes____ No____
Use for detour? Yes____ No____
Removed by County? Yes____ No____
Removed by Contractor? Yes____ No____
Salvaged by Contractor for County? Yes____ No____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes____ No____
By Contractor? Yes____ No____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes____ No____ Size__________
Company______________________________
b. Sanitary sewer mains: Yes____ No____ Size__________
Company______________________________
c. Storm sewer: Yes____ No____ Size__________
Company______________________________
d. Gas mains: Yes____ No____ Size__________
Company______________________________
e. Power lines: Yes____ No____ Size__________
Company______________________________
f. Telephone lines: Yes____ No____ Size__________
Company______________________________
G. Other Utilities:______________________________
______________________________

24, Does County wish provisions made for future utility attachment to structure?
Yes____ No____

~~25. Does County wish light post bases and conduit installed?~~
~~Yes____No____~~

~~26. Does County wish complete job of illimination in project?~~
~~Yes____No____~~

~~27. Is project contingent upon other factors? Yes____No____~~
~~(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)~~
~~If yes, explain:____~~

~~Remarks re Section II:____~~

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes X No X
   By County? Yes X No X
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes X No____

3. Construction plans and specifications to be prepared:
   By State? Yes X No____
   By County? Yes____No____

4. Does County desire center line to be permanently monumented as part of project? Yes____No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes____No X
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks reSection III: (NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)
right-of-way
County will do location/work and permanent monumenting, State to do construction
surveying and design (for right-of-way)

## IV RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 ft. Minimun 60 ft.

2. Is any additional right-of-way needed? Yes____ No X

3. Will right-of-way be acquired by: Resolution____ or Deed____

4. Should State prepare options? Yes____ No____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes____ No____

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____

10. Is a hearing necessary? (Design only) Yes X No____

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No____
If yes, give type and name of utility company: Electric, P.G.E.; Telephone, Gen. Tele. Co.; Gas, N.W. Natural Gas Co.; Water, City of Sherwood; Sanitary sewer, City of Sherwood

13. Are utilities on existing right-of-way by permit X or by Franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district________________
and date between which water can be turned off: From________________
To________________

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad________________

17. Number of tracks: Mainline____ Siding____ Total____

18. Sight Distance:____________(Left) ____________(Right)

19. Number of Trains: Passenger____________Speed____________
Freight____________Speed____________

~~20. Angle of Intersection: ____________________~~

~~21. Type of Existing Crossing: Grade ________~~
~~Overcrossing ________~~
~~Undercrossing ________~~

~~22. Existing Protection:~~
~~Advance warning signs ____ Automatic Flashing ____ Stop Signs ____~~
~~Crossbucks ____ Automatic bell ____ Gates ____~~

~~23. Proposed Protection: ____________________~~

~~24. Are there to be stopping lanes for buses and trucks, etc. Yes____ No____~~

~~25. Will railroad crossing be altered: Yes____ No____~~
~~If yes, specify: ____________________~~

~~26. Traffic Control Signing:~~
~~To be part of project? Yes____ No____~~
~~By County? Yes____ No____~~
~~By State at County Expense? Yes____ No____~~
~~(NOTE: These signs must be in place prior to acceptance.)~~

~~27. Striping:~~
~~To be part of project? Yes____ No____~~
~~By County? Yes____ No____~~
~~By State at County Expense? Yes____ No____~~

~~28. Does County wish State to prepare P.U.C. hearing data? Yes____ No____~~

~~29. Will P.U.C. application be made by State____ or County____?~~
~~(NOTE: County must plead or argue its own case at all P.U.C. hearings.)~~

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes____ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

~~Remarks re Section IV ____________________~~

~~V MATERIAL SOURCES DATA~~

~~1. Gravel ________ Quarry ________ Cinders ________~~

~~2. Owner: County ____ State ____ Private ____ Other ____~~

~~3. Location: ________ Section ____ Township ____ Range ____ W.M.~~

~~4. If County lease, what are royalty payments? ____________________~~

5. Materials furn ied by County: Borrow________ Select Topping________
Base Course________ Level Course________ Mineral Aggregates________
Location________
Miscellaneous Items Signing and Striping

Remarks re Section V________

## VI. FINANCIAL DATA

1. Estimated Cost: $ 478,000
2. Available FAS Funds $1,117,111 See cover letter
3. Does County wish advancement of future Federal funds? Yes X (if required) No____
   Amount________
4. Date match money is available 1977 Construction Season
5. Will there by any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $________
7. Date County requests letting: 1976

Remarks re Section VI________

UNUSUAL OR COMPLICATED CIRCUMSTANCES:________

This application is not complete without an attached exhibit showing location of project.

By Virginia Dagg
Chairman

By Jo Ann Johansen
Recording ~~Secretary~~

By________
County Commissioner

By________
County Engineer or Roadmaster

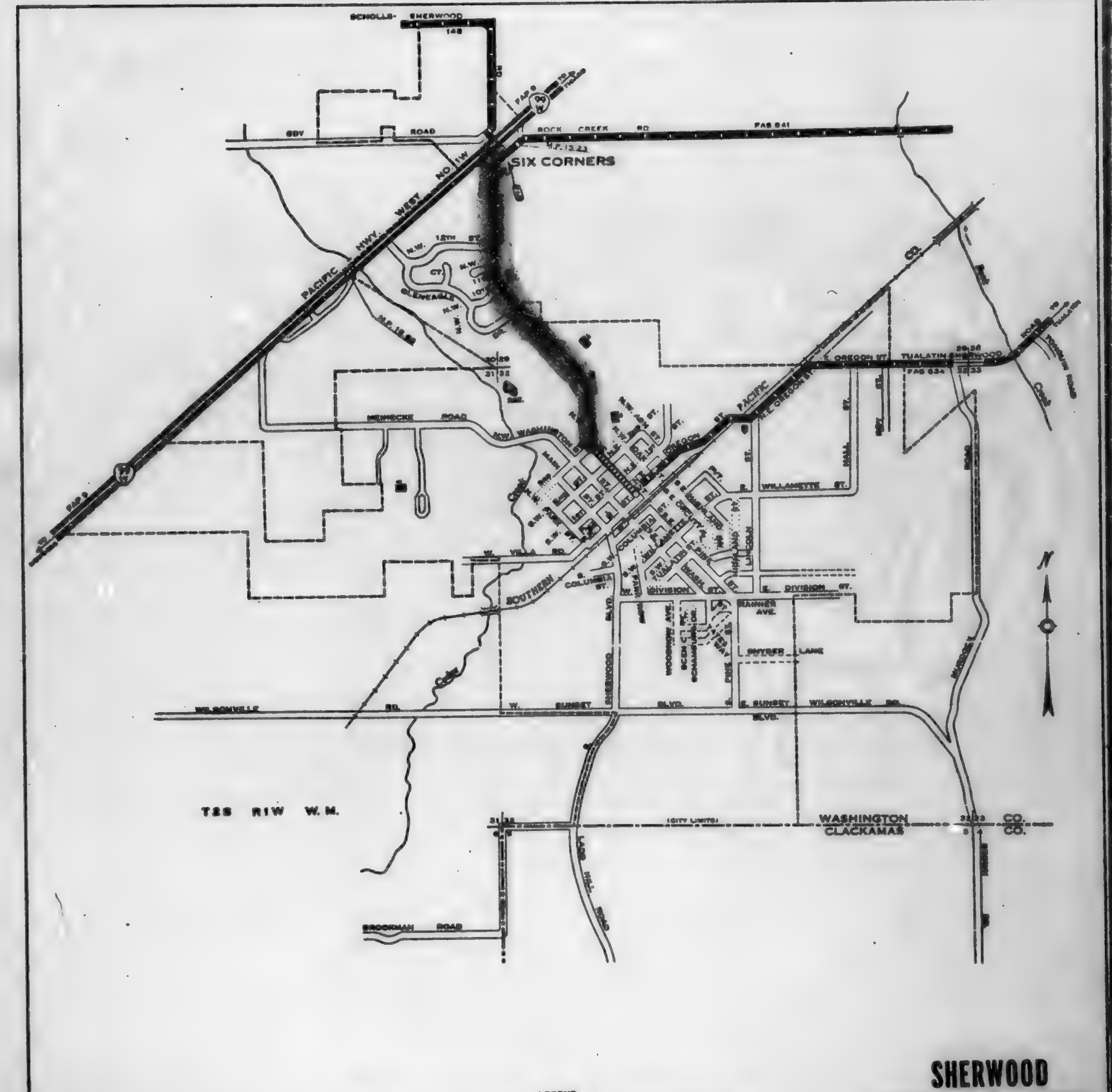
COUNTY WASHINGTON

Date January 27, 1976

________
O.S.H.D. Field Engineer

Date 2-24-76

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
NUTE ORDER # 76-36
ATE 1-27-76
BY Jo Ann Johansen
CLERK OF THE BOARD


SCHOLLS-SHERWOOD
148
ROCK CREEK RD
FAS 841
SIX CORNERS
PACIFIC HWY. WEST NO. 1W
MEINECKE ROAD
WASHINGTON
OREGON ST.
TUALATIN-SHERWOOD ROAD
FAS 834
WILLAMETTE ST.
SOUTHERN PACIFIC CO.
DIVISION ST.
COLUMBIA ST.
W. VILLA RD.
PHYSER LANE
WILSONVILLE RD.
W. SUNSET BLVD.
E. SUNSET BLVD.
SHERWOOD BLVD.
T2S R1W W.M.
(CITY LIMITS)
WASHINGTON CO.
CLACKAMAS CO.
LADD HILL ROAD
BROOKMAN ROAD
N

**LEGEND**

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM · STATE
- FEDERAL AID SECONDARY SYSTEM · COUNTY
- OTHER FEDERAL AID SECONDARY · LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY · NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ♁ | POST OFFICE | ● | PUBLIC BLDG. |
| ■ | SCHOOL | CY | CITY HALL |
| ○ | CITY CENTER | CT | COURT HOUSE |
| ● | R.R. DEPOT | A | ARMORY |
| — | CITY LIMITS | L | LIBRARY |

# SHERWOOD

WASHINGTON COUNTY, OREGON

[illegible]

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,640

Scale in Feet

Revised November 1972

8752

fas-c
Wash Co

# WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

**BOARD OF COMMISSIONERS**
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

**DEPT. OF PUBLIC WORKS**
KENNETH A. MENG, Director
ROOM 201
(503) 648-8886

January 21, 1976

Don Harwell
City-County Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Don:

Attached please find a copy of the latest analysis of the status of Washington County's Federal Aid Secondary funds. I would appreciate it if you would check your records to see if they concur with the attached and respond to me at your earliest convenience. This matter is going to our Board of Commissioners next Tuesday, January 27, and I would like to have a verification from your office prior to that time.

Note!

Current status of the above projects as we understand it at this time is as follows:

1. Application into the State, State clearing with PUC and the Federal government concerning replacing a separated crossing with a grade crossing.

2,3,4. Approved by the Transportation Commission, agreements in our hands to be submitted to the Board on Tuesday, January 27.

5. Applications are in to the State, funds have been reserved, awaiting the placement of the road on the Federal Aid Secondary System.

6. We are in receipt of State's reconnaissance study and cost estimate, City has agreed to provide the local matching share, letter of intent in your hands and project application to be submitted to our Board of Commissioners on January 27, 1976 and then forwarded to your office.

The available Federal funds 1/1/76 are taken from your April notification to the County of the status of the FAS funds after subtracting all but engineering costs on 72nd and Barnes Road from the program fund column.

Your early reply would be greatly appreciated.

Best regards,

Ken

KM:kc
Attachment

RECEIVED
COUNTY & CITY SECTION
JAN [illegible] 1976
☐ ENGR. ☐ COOR. ☑ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

January 20, 1976

# WASHINGTON COUNTY

## FEDERAL AID SECONDARY FUND STATUS
JAN., 1976

| PROJECTS | STATUS | ($)<br>FED. FUNDS | COUNTY ($)<br>DEPOSIT | COUNTY ($)<br>EARNINGS |
|---|---|---|---|---|
| 1 Glencoe R/R Crossing | Application in | 120,000 | -0- | |
| 2 Cornelius Pass R/R Crossing | Agree. to Bd. 1/27/76 | 62 ~~40~~,000 | -0- | |
| 3 Cornelius Pass Rd. Widening (Cornell to Croeni)<br>Co. Eng. | Agree. to Bd. 1/27/76 | 202,800✓<br>10,140✓ | 28,600 | 31,700 |
| 4 Cornelius Pass Rd. Widening (Croeni to County line)<br>Co. Eng. | Agree. to Bd. 1/27/76 | 436,800✓<br>21,840 | 61,600 | 68,200 |
| 5 West Union Bridge (E. of Glencoe) (Future project) | App. in, not yet on FAS system | 156,000 | 22,000 | -0- |
| 6 Sherwood Rd. (For Transp. Comm Feb. 24, 1976) | App. to Bd. 1/27/76 | 372,840 | -0-(City) | -0- |
| TOTALS | | ~~1,328,440~~<br>1,382,420 | 112,200 | 99,900 |
| Fed. Funds available 1/1/76 | | 1,117,111 | | |
| Additional federal funds needed | | 211,329 | | |
| Est. FY 77 Allocation (spring of 1976) | | 134,460 | | |
| Need to borrow ahead | | 76,869 | | |

FAS-C
Wash Co

# WASHINGTON COUNTY
## FAS-C PROGRAM
November, 1975

| | | |
|---|---|---|
| Federal allocation to Washington County | $1,117,111.00 | |
| Glencoe Road R/R Crossing ("G" project-100% Federal) Approved | - 40,000.00 | 100,000 |
| Cornelius Pass R/R Crossing ("G" project) applied for | - 40,000.00 | 60,000 |
| | 1,037,111.00 | |
| Remaining Federal Allocation | $1,037,111.00 | |
| Plus State Share (11%) | 146,259.00 | |
| Plus Local Share (11%) | 146,259.00 | |
| Total available for other projects | $1,329,629.00 | |

**PROJECTS**

| | | |
|---|---|---|
| A. Approved by Department of Transportation<br>Cornelius Pass Road Widening, Cornell to Croeni | - $ 260,000.00 | |
| B. Applied for<br>Cornelius Pass Road Widening, Croeni to County Line | - 560,000.00 | |
| West Union Bridge (E. of Glencoe Rd.) | - 200,000.00 | Not yet |
| Project funds still available | $ 309,629.00 | |

Not on System

**Proposed projects**

| | |
|---|---|
| Sherwood Blvd. 99W to 3rd St. estimate | $ 300,000.00 |
| Golf Course Rd. with City of Cornelius | 334,000.00<br>FAS Fund, 172,000 |
| Estimated additional FY 77 Federal Allocation | Fed Fund, 134,460.00 |
| Estimated additional total project funds | 172,385.00 |

1-9-76
Bob-Hal
Ken Mong handed me this recap of Washington County's financial statement & requested we review & update status of monetary amounts as our records show.
Ken plans on requesting the Co. Bd of Comm. approval for two new projects.
DmH.

RECEIVED
COUNTY & CITY SECTION
JAN 3 - 1976

8752

[illegible]
Wash Co
Tentative FAS-C
FAS - 634

December 16, 1975

R. R. Cameron
Resident Location Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Rob:

Enclosed please find copies of road sections on S. W. Murray Boulevard. Exhibit I, is the section used by the County in the reconstruction of said road in 1967-68; the portion from Allen to Beard being constructed in 1967 and the Beard-Old Scholls Ferry Section in 1968.

This section of road experiences varying traffic volumes from a high near Allen to a low near Old Scholls Ferry Road. Additionally, at the top of the hill approximately half way, we have a quarry operation and, from time to time, a bark dust operation. Trucks from these operations use Murray Boulevard both north and south on a fairly high frequency. Three years ago, the City of Beaverton installed a water line from the top of the hill southerly along the west shoulder to Old Scholls Ferry Road.

I think an inspection of the road will reveal that the facility has held up better than most county roads since it was constructed. You will note the section calls for 12 inches of rock and 3-1/2 inches of asphaltic concrete under the driving lanes, and 11-1/2 inches of rock and 2 inches of asphaltic concrete on the shoulders.

Exhibit #2, is a copy of the section used by the State in the construction of Murray Boulevard from Farmington to Allen in 1972. This section used 2 inches of asphaltic concrete over the existing pavement where said pavement could be utilized. In other areas, the section was 6 inches of rock with 10 inches of asphaltic concrete.

I hope this information will be of help to you in analyzing your estimate for Sherwood Boulevard.

Very truly yours,

Ken Meng
Director of Public Works

Don #

KM:js
Attachments

cc: Ed Hardt, Region I Engineer
Don Harwell, Salem
Ed Walden, City Manager, City of Sherwood

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COUNTY & CITY SECTION
DEC 19 1975
☑ ENGR. ☐ COOR. ☐ GE ☒ AE ☐ UE
☐ UPE ☐ GE ☒ RE ☒ RPE ☐

8753 Baldock Slough-S. Baker 1978
Intchg. Sec. of Old Oregon Trail
@ Baker (Paving)

8753

L.

June 10, 1981

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

CON 5
#8753

Gentlemen:

A post-final payment for $3,000.00 will be made to R. L. Coats on Contract No. 8753 for paving on the Baldock Slough-South Baker Interchange Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,246,119.73 including the post-final payment. Of the total $2,138.65 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

4753

L

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

12-10-8

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Baker | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-3-80 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>IR-80N-7(53)296 |
| COMPLETION DATE<br>8-14-80 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>6-18-80 | TIME ELAPSED<br>$\frac{296}{280} = 105.7$ % | CONTRACT TIME<br>280 CWD |
| APPROVED EXTENSIONS<br>16 CWD | LOCATION Baldock Slough-S. Baker Interchange Section of the Old Oregon Trail, Baker County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
DEC 11 '80
REFER TO
Keasey
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
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| | | | | | | |

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

12-11
cy

### BALDOCK SLOUGH-SOUTH BAKER INTERCHANGE
### OLD OREGON TRAIL
### BAKER COUNTY
### Paving

This project provided for the resurfacing of approximately 9.45 miles of I-84.

The contractor was granted a 16 CWD time extension due to (1) extension of theproject limits (see construction report No. 3), and (2) an overrun in the quantity of shoulder aggregate material. This time extension eliminated all liquidated damages on the project.

The final amount of the original contract items was $2,232,658.43. This represents a 3.3 percent overrun of the contract bid amount of $2,161,455.00.

The final cost of the project, including engineering and all changes, was $2,360,012.74.

The project signing and striping is complete.

A final inspection of the project was made on September 26, 1979.

Several claims are pending on this project. Assistant Highway Engineer Keasey's letter of July 25, 1980 outlines the claim actions taken as of that date (see file for letter).

***NOTE: Not applicable for direct federal projects.**

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed by<br>D. B. Carter<br>Area Engr<br>David B. Carter | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 12-9-80 | TITLE Field Operations Engineer | DATE 12/10/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

CON 4

October 15, 1980

R. L. Coats, General Contractor
P. O. Box 1008
Bend, OR 97701

Gentlemen:

Contract Claims
Baldock Slough-S. Baker Interchange
Contract No. 8753

A thorough review of the claims you submitted on the subject project has been made. Recommendations regarding resolution of these claims has been provided me by the Claims Review Board and Mr. Sollis, our Legal Counsel.

On your claim regarding late payment for materials on hand, I am offering adjustment in the amount of $497.84. Of this amount $444.50 represents one month's interest (1%) for late payment for 14,150 tons of aggregate stockpiled on State property and for a lab shack. The value of these two items was $44,450. Also, the adjustment includes additional interest at six percent per annum, as allowed by statute, for the period November 1978 through October 1980.

In settlement of your claim for payment for a third roller, I am offering $5,000. Both the Highway Division and you benefited from having a third roller on the project. The Highway Division obtained satisfactory compaction results; you were able to use the third roller to replace one of the others while down for repair or on other aspects of the work.

Your claim for elimination of the price reduction for nonspecification asphalt concrete is not a valid claim. Determination of nonspecification material is an appropriate function of the Resident Engineer and Construction Branch.

Claims for furnishing a weigh person and for additional material source costs are being denied. Neither claim was filed with appropriate notice as required by the Standard Specifications (109.06). In addition, a Price Agreement deleting the State weigh witness was signed by you.

By copy of this letter, I am authorizing the Resident Engineer to submit to you Price Agreements in the amounts stated above to settle in their entirety the late payment and roller claims.

Sincerely,

H. S. Coulter
State Highway Engineer

JS:ja jh
bc: L. W. Rulien
R. L. Schroeder
D. H. Moehring
Jack Sollis
O. B. Jackmond
Bob Hector
Joe Schlieski
Jack Sullivan

## DEPARTMENT OF JUSTICE

**Memorandum**

**TO:** H. S. Coulter
State Highway Engineer

**DATE:** September 24, 1980

**FROM:** Jack L. Sollis
Assistant Attorney General

**SUBJECT:** Contract No. 8753
Claim by R. L. Coats

In order to assist you in evaluating the five claims presented by Mr. Coats, I would like to provide an analysis that relates to the legal problems involved with each claim.

Claim No. 1, as set forth in the letter of July 25, 1980 to Mr. Coats from C. T. Keasey, is not a matter that is covered by the Standard Specification relating to notice before doing the work or notice before requesting additional or extra compensation (109.05). This merely involves a debate over whether the first partial payment was made at the proper time and if the Board decides that it was not, there is no legal impairment to awarding some money to the contractor under this claim.

Claim No. 2, contractor furnished weigh person. This claim is forclosed by a price agreement signed by the contractor and therefore legally there is no obligation on the part of the State to pay any money on this claim.

Claim No. 3, material source costs. This claim involves $191,484.27 in additional costs that the contractor allegedly incurred because the drawings of the perspective material source were not clear and the contractor did not get the amount of "good" rock that he wanted for the job and therefore feels that it cost him an extra $191,000. There was no notice given as required by 109.05 and therefore the State was precluded from taking any action to mitigate the amount of the loss or to keep tract of the costs. The contractor has failed to comply with the Standard Specifications. No notice under 109.05 should be used as the basis for denying the claim.

Claim No. 4, price adjustment, non-specification AC. As I read the specification and from the discussion, it appears that this is a matter for determination by the engineer on the job. It is an engineering judgment that really is not within the realm of the Contract Claims Review Board to deal with.

Claim No. 5, payment for an additional roller. Although no notice was given under Standard Specification 109.05, research has indicated that courts have held where the owner (State) does not suffer any disadvantage by the failure of a contractor to meet the technical requirement of

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written notice that the contractor will make a claim that the notice is not required. As regard to this claim, the testimony indicated that the State ordered in the extra roller and kept detailed records of its use and was able to provide evidence that the roller was used 51% or 53% of the time on the oil mat rolling and the rest of the time was replacing one of the other rollers that was broken down or rolling shoulders. This was the basis for the reduced offer of settlement. On this claim, I do not feel that there are any legal impairments and you would be free to offer whatever you felt was justified by the evidence presented.

I will supply you later with research dealing with the question of notice so you may have it as a future reference.

JLS:mk

cc: L. W. Rulien
R. L. Schroeder
D. H. Moehring
Jack Sullivan
Brian Jackmond

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE BRANCH

INTEROFFICE MEMO

Sullivan preparing draft reply to contractors.
HSC

TO: H. S. Coulter
State Highway Engineer

DATE: Sep[illegible]

RECEIVED
STATE HWY ENGR
OCT 1 - '80
REFER TO
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SUBJECT: Contract Claims
Baldock Slough-S. Baker Interchange Section
Contract No. 8753

R. L. Coats, contractor on this project, presented five claims to the Board for consideration. They were:

Claim 1 - $7,519.90 for interest for late materials-on-hand payment,

Claim 2 - $4,486.73 for contractor-furnished weighperson,

Claim 3 - $165,561.85 for material source costs,

Claim 4 - $6,956.20 for price adjustment for non-specification asphalt concrete,

Claim 5 - $16,202.20 for payment for extra roller.

## CLAIM 1

FINDINGS - Contractor claimed a progress payment should have been made for the period 9/5/78 - 10/5/78 for work performed and material on hand. The first estimate paid was the November estimate. The contractor had stockpiled 14,150 tons of acceptable material on State property and over 38,000 tons on private property in time to meet the October estimate. Resident Engineer declined to submit estimate because contractor had not supplied adequate schedule nor a permit for OSHD to access private land. However, the engineer did accept the same schedule for the November estimate.

Contractor's claim amount was based on one month's interest (at 13% per year) for $578,000 of work performed and value of materials on hand. However, work was not performed for the October estimate and should not have been included in the claim.

CONCLUSION - The Board concluded that an October estimate should have been paid but only for the 14,150 tons of material stored on State-controlled land and for providing a lab shack. Access was not properly provided to OSHD for 38,000+ tons of material stockpiled on private land, and no work was performed for the October estimate.

RECOMMENDATION - It is recommended the contractor be compensated $444.50 for one month's interest (1%) on:

| | | |
|---|---|---|
| Materials-on-hand | 14,150 tons x $3.00 = | $42,450 |
| Lab Shack | | 2,000 |
| | | $44,450 |

The one percent rate is the interest rate now required by statute to be paid if progress payment is not made within 30 days.

## CLAIM 2

FINDINGS - Contractor utilized a hopper-type scale whereby the action to load a truck also resulted in obtaining the net weight of the material. OSHD submitted a PA (no money involved) to delete the State-provided "weigh witness" whose function would have been to look over the shoulder of the operator and record weights. OSHD would accept the printed net weight tickets. Similar PA's have been used in other circumstances where hopper-type scales were used.

The contractor signed the PA (under duress he stated) then provided and paid for the operator. On at least one project, State had provided operator who did function as loader and weigher. Region 5 has since instructed its resident engineers not to employ personnel in any loading operation as this is contrary to departmental policy.

Claim was not filed in a timely manner according to 109.05 of the Standard Specifications.

CONCLUSIONS AND RECOMMENDATIONS - Even though one instance has occurred where the State weighperson was the operator on a hopper-type scale, this was not common practice. Most instances were handled by contractor providing operator and OSHD the weigh-witness or deleting the weigh-witness by PA. The contractor signed such a PA and did not give timely notice of intent to claim. Therefore, it is recommended the claim be denied in full. In addition, the Board proposes that a specification be developed clearly delineating the duties of the weighperson.

## CLAIM 3

FINDINGS - Over 150,000 tons of material were obtained from the designated removal area in the prospective source and about 35,000 tons from an adjacent private quarry. Contractor did not originally begin drilling in the designated removal area but in an area not under State control. The plan map depicting the quarry was in error in showing the location of the existing quarry with respect to the property line, but was clear in identifying the designated removal area. The contractor discovered that "good" rock was located on private adjacent land and begain processing to obtain permits to mine this rock. This process consumed about one month being delayed by BLM over ownership of the mineral rights. Meanwhile, the contractor continued to crush material from the designated removal area. The contractor claimed more material was rejected from this source than the adjacent private source, and that the engineer delayed him in using the private pit increasing his production costs. The amount of reject material from either source was not substantiated by the engineer as the claim was not filed in time for record keeping.

CONCLUSIONS AND RECOMMENDATIONS - The Board concluded that the map plan for the material source was in error but the contractor could determine the designated removal area, and thus be able to evaluate this material. He was also entitled to obtain a new source according to the specifications and was delayed by the BLM in determining ownership of the private source. This delay increased his production costs but was not due to actions on OSHD's part. Also, the contractor did not provide timely notice as required to allow OSHD to determine additional production costs if any. Therefore, it is recommended this claim be denied in full.

## CLAIM 4

FINDINGS - Claim number four is not a valid claim and should be handled within the Construction Branch in the usual manner. OSHD has reduced the penalty by deleting tests associated with production of "D" mix as requested by the contractor.

## CLAIM 5

FINDINGS - The fifth claim was based on the contractor's contention that a third roller was not required during the asphalt concrete placement work. The engineer did request the contractor provide a third roller when early compaction results failed. It was determined that some of these results were in error, however. After the third roller was obtained, there were no compaction failures, but three rollers were on the mat simultaneously only about 50% of the time. The rest of the time one of the three was under repair or used elsewhere. Construction Branch offered to settle for $5,000 in belief that both OSHD and contractor benefited.

CONCLUSIONS - The Board decided there was no conclusive proof that three rollers were necessary for compaction as half the time only two were being used on the mat and compaction was obtained. At the same time, the contractor benefited from the third roller as it was needed when one was down for repair and also used in compacting shoulder aggregate.

RECOMMENDATION - It is the Board's recommendation that the claim be settled with the compromise offered by the Construction Branch of $5,000.

R. L. Schroeder
Assistant State Highway Engineer-
Maintenance Branch

JS:fw ji

8753

1-P

Form 81-734-1169 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Adjustment
~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Baldock Slough - S. Baker Interchange

Date July 28, 1980

Highway Old Oregon Trail

Contract No. 8753

County Baker

Prefix 601-1095

Contractor R. L. Coats

F. A. Project No. IR-80N-7(53)296

Address P. O. Box 1008; Bend, Oregon 97701

Price Agreement No. 9 Amended

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

30901 Assess price reduction for non-specification asphalt mixture.

Locations by station numbers:

Throughout the project

Names of pay items, estimated quantities and agreed prices:

6002
~~30901~~ Price Reduction for non-spec asphalt mixture - - - $6,956.20 Lump Sum Credit

Specifications, basis of measurement and other provisions:
1974 Standard Specifications for Highway Construction and Contract Special Provisions.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $2,443,224.38

Present estimate of project cost, including $6,956.20 CR for work under this order $2,443,224.38

Expected under-run / over-run (amount) $ -

Expected under-run / over-run (per cent) -

Submitted by: Joseph A. Schlieski
Joseph A. Schlieski Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

12/5/80 Approval Recommended

Signed R. L. Coats
Contractor

x

Approved: [illegible]
~~Deputy State Highway Engineer,~~
Assistant State Highway Engineer or Office Engineer.

12-8-80

SP*79663-734

D.S 12-9-80

8753

L

July 23, 1980

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

CON 3
Contract #8753

Gentlemen:

Contract No. 8753 awarded to R. L. Coats for paving on the Baldock Slough-South Baker Interchange Section of the Old Oregon Trail Highway in Baker County was completed on July 14, 1980, and accepted by the State Highway Division on July 18, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 28, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bcs: C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

CON 5

**DATE:** November 2, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. IR-80N-7(53)296

Contract 8753, Work Completed August 14, 1979

Project Baldock Slough-S. Baker Intchge.

Highway Old Oregon Trail

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-26-79

G. K. Hossner
for G. L. Green
Division Administrator

NOTED
H.S.COULTER

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NOV 20 '79
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FOR
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RDC:mk

cc: ~~H. S. Coulter~~
✓C. T. Keasey
W. E. Schwartz
R. D. Church

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CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
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Widmer
Gebauer
Church

8753

1-80N

# CONSTRUCTION NARRATIVE REPORT

ubject: Baldock Slough - S. Baker Interchange
Old Oregon Trail Highway
R. L. Coats - - contractor

Contract: 8753
County: Baker
Date: 10/4/79

aterial
ource: The source used on this project is commonly refered to as Magpie Peak - our source number 1-51-5. The source is owned by BLM with the mineral rights retained by Charles M. Colton on an area adjacent to and east of the permit area. The Highway Division currently holds the operating permit for the recognized material source instead of the owner - this definitely is a mistake. BLM, represented by Bob Ciesel, assumed very little responsibility in the operation of the source. The operation was further complicated by the contractor purchasing 50,000 yds of rock from Colton and opening another area which effectively extended the operation to the east of our permit area. Suddenly we were in the position of attempting to identify and claim our portion of the rejects, scalpings, etc. - with the BLM particularly concerned that some of "Their" rejects might be sold or otherwise improperly used. Since we've completed our project the BLM wants to allow Baker County to use the source and technically we'd be responsible for their operation since we hold the operating permit.

Before we use this source again several changes should be made. First of all the BLM should hold the operating permit and be responsible for all users allowed into the quarry. Secondly we should require the contractor on our projects to use either the BLM controlled area or that controlled by Colton - they should not be allowed to use both sources and complicate the designation of whose material is whose. Third we need to review the development plan. The BLM wants the source to be developed down in the existing area - while there is rock to the north with the better rock apparently now controlled by Charles Colton.

There is sufficient overburden and cinders in this source to always require scalping.

ource
clam-
tion: One complaint from the contractor concerning reclamation of the source was the requirement that he strip available topsoil and save for placement on the finished slopes. His contention is that we should specify the placement of a cerTain depth of topsoil on the slopes but not tell the contractor where he'll obtain that topsoil. There was some question on this project as to whether or not an adequate effort had been made to strip available topsoil - it was difficult at best - and Coats argued that it'd be better for him to import topsoil.

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ROAD DESIGN SECTION

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Prepare Ltr of acknowledgement.

**pecificat- on evision:** More recent contracts have included a rather mealy mouthed specification concerning scalping requirements. I feel that scalping should be required at all times - the only thing we might change would be to give the contractor or engineer more latitude in the size of scalping screen required. Mandatory scalping helps attain a uniform production while eliminating great variances in the percentage of fines. Aggregates could be produced within the broadband specifications and it would still be difficult to meet an AC mix design - because the average of the aggregate production is on paper only and not in the stockpiles.

**ggregate roduction:** Scalping was required on this project and substantially all the AC aggregate was produced in specs. The production was very uniform and the original field test average used for the initial mix design was sustained throughout the material production. A request from the contractor for a new mix design in the spring of 1979 - gave us the identical gradation with a slight increase in liquid asphalt content due to some cinders in the aggregates.

**houlder ggregates:** There were only two problems with the aggregate production. The shoulder aggregate did not require scalping under the specifications - however we were not able to meet the specified SE and PI requirements. The crusher foreman acknowledged the problem and commenced scalping - the contractor still feels that we required scalping which was contrary to the specifications. **inders:** The aggregate in quarry contains some pockets and seams of cinderlike material - this material was tested for suitability and did not represent sufficient quantities to be considered detrimental - however the asphalt content was increased to allow for absorption by this cinder material.

**anding ck:** All sanding rock was produced in specs. The only problem noted was a complaint by the contractor when we required 2 stockpiles instead of the one assumed on the plans. I expect a claim in this matter and would recommend additional compensation for the hauling of the necessary equipment to and from the second site.

It would certainly simplify matters if we could show the proper distribution plan when the project is bid. Nothing seems to irritate contractors more than making the necessary haul adjustment, etc.

**me to mplete ne work:** While I'm probably beating a dead horse - I still feel our completion time specifications should be revised to apply specifically to paving or overlay projects. It is generally acknowledged that we try to pave too late in the fall and resume paving too early in the spring. On this particular contract we had weather limitations which provided for a daily confrontation with the contractor. The contractor was just stubborn enough to pave only a few hours a day if that was all we'd allow. It was not an efficient operation for either the contractor or the State. With the starting time varying anywhere from 8:00 to 11:00 A.M. my crew was standing by instead of working on other assignments. I'm not suggesting that we increase the amount of time provided for the completion of the project - just acknowledge the fact that calendar workdays should not be charged from about November 1 thru March 31. The actual calendar workdays allowed could be reduced to reflect this change. Instead of the 280 days allowed on this contract it could have been 220 - getting the project completed at essentially the same time. I view the charging of calendar days during periods when we generally agree that we shouldn't be working - as a source of irritation to contractors. They'd be much more likely to suspend their operation if we didn't persist in charging them time. We could also reduce our engineering costs and better utilize our personnel if we weren't standing by waiting on temperatures, etc.

**ontractors Schedules:**

We attempted to get a contractors schedule on this project. The initial schedule was very broad and did not really schedule the contract work items. After several requests for a more meaningful schedule - I withheld a progress estimate advising the contractor that I'd release the payment when I received a schedule. I finally got a schedule of little more value than the first - and the contractor is still asking where I received the authority to withhold his payment. After this confrontation which served only to breakdown our working relationship - I did not press the issue.

I agree with Bob Hector's suggestion that a schedule form be prepared and furnished to the contractors. This form would have to be satisfactorily completed at the time of the preconstruction meeting and accepted or rejected by the engineer. Work could not commence until a schedule was accepted by the engineer. There should also be a requirement that the schedule be revised or updated every 30 to 45 days as required to maintain a current scedule. Failure to properly maintain the required scedule would be cause for withholding contract payments. Put some teeth in our specs.

The type of schedule needed is not a fancy bar chart or critical path but a straight forward schedule of activities with beginning dates; number of shifts planned per day and length of shifts; and anticipated production with estimated completion dates. With information such as this the engineer can determine if he'll be faced with double shifting, six workdays a week, multiple operations, etc.

**" Mix leted:**

The contract called for an 1½" wearing course of "E" mix on the ramps of three interchanges. Based on our current problems with "E" mix and the contractor's willingness to do away with all the related bid items - the work was deleted. All interchange ramps were paved with a 1½ - 2" wearing course of "B" mix.

**ontract uantities:**

In reviewing the overruns and underruns there are only a few items that substantially affected the project cost. Flagging - overran 125%. With the exception of last falls paving too late in the season - the contractor generally pursued the work efficiently. Aggregate Shoulder Material - overran 48%. This quantity was quickly computed in the field and it appears that the original contract quantity did not allow for the interchange shoulders or the increased depth of AC due to the leveling course. I've noticed on several recent projects that while we may allow 1" of AC for leveling we don't allow an additional inch of shoulder aggregate. On highways where we are correcting crown or super the edge of pavement on the leveling course may approach 2 or more inches. The plan quantity of shoulder aggregate just can't accomodate the increased AC depth. Adjusting of Guardrail - overran 54%. Again this overrun seems to be the omission of guardrail runs on the interchange ramps. Class "B" AC - while we maintained the plan quantity we actually overan the designated pavement depth. There was sufficient quantity available to increase the wearing course from 1½" to 2".

**ompaction:** Compaction of the AC was checked with the nuclear gage. There are some problems that need to be recognized on our compaction requirements. With the varying thickness of the leveling course and the potential problem of not being able to completely compact the mix because the roller is riding on surface irregularities of the underlying existing pavement - we should consider specifying so many passes of a specific roller as approved by the engineer, and delete the 92% compaction requirement, on patching and leveling courses. There is also a problem with vibratory rollers on too thin a mat. I believe we quite often exceed the optimum compaction and begin breakingdown the aggregates. In discussing this problem with suppliers, manufacturers, and knowledgeable officials it seems to be a well known fact that vibratory rollers should not be used on AC mats of less than 1½" and preferably 2". Inspite of all this knowledge our specifications do not prevent the contractor from using a vibratory roller. In most instances a vibratory roller does not meet our requirements for operating as a static roller. On this project we noted that whenever we placed a 2" mat or thicker our compaction results improved dramatically.

Our main problem with compaction seems to be the variation in bulk specific gravity (BSG). The mix design had a BSG of 2.33 which we are supposed to use while calculating compaction in the field. The lab, when testing field cores, determines a new BSG for every core. On this project the lab BSG ranged from 2.19 to 2.36 and finally averaged a 2.28 overall. Using the mix design BSG we might advise the contractor that he was getting only 90% compaction while with the average BSG of 2.28 he was attaining the required 92% compaction. After the contractor learns of the great variances between our field tests and the lab tests he begins to realize that we don't know what compaction he's getting. There have been occassions when the contractor worked with us, changing rollers and rolling patterns in an effort to get the required compaction - only to find out later that there was no problem - the BSG had changed agained! It appears that nuclear testing of compaction will become more acceptable because of the fast results, etc. - but we need to establish some guidelines or basis to work from. We currently have several different types of nuclear gages - one of which has a AC setting while the others require direct transmission with the use of a probe. We've taken both types of readings and there is a difference - we should specify the use of gages with the AC setting. We need to establish a means of determining an acceptable average BSG before the project is completed. It may be necessary to specify 95% compaction when checking compaction with a nuclear gage - or maybe 90% by nuclear test is acceptable.

**ASHTO T 11 et ieve est:** We are still performing the wet sieve test of AC aggregates to determine the amount of material finer than #200 sieve. This is a very time consuming test in which I have never seen an acceptable correction factor determined to simply increase the dry sieve results. The lab designs the AC mix from the average of the field dry sieve results and the final point of acceptance or penalty is on the road immediately after laydown of the mixture. It appears that in most cases we don't need wet sieve results and are wasting time and monies. I'd recommend that this requirement be reviewed and deleted - if not entirely at least on sources that don't present a problem with fines, etc.

**emporary rotection nd Direct-ion of raffic:**

In general the protection and direction of traffic as designated on the plans and in the specifications worked well. We had the normal problems paving interchange ramps under traffic and trying to keep the traffic slowed down.

This project allowed for the crossing of the median on one mile intervals where an interchange was not available. With the energy crunch etc., I'd encourage the use of temporary crossings. However there are some problems. On this project the contractor and his superintendents and laborers, crossed the median anywhere and anytime with no warning to the traveling public. This problem improved after written directives to the contractor but was never completely eliminated. I'd recommend a statement in the contract special provisions advising the contractor that failure to properly use the median crossings would result in all temporary crossings being closed for the duration of the project. The contractor's argument is that he's in a construction zone and can do anything he likes within that zone.

**uardrail djust-ent:**

The guradrail adjustment on this contract has not been completely accepted to date. The adjustment of guardrail on paving overlays seems to be coming more and more a problem. It is an item that should not require a great deal of inspection - we don't have the manpower. Yet we don't seem to be able to rely on the contractors to do a good job. Ideally the adjustment of guardrail should be completed after the paving and shoulder rock has been placed. Quite often this requires the subcontractor to work under liquidated damages to complete the adjustment of the guardrail. He's always in a hurry and probably didn't bid enough to cover the liquidated damages. On future projects our directives to the subcontractor will be in writing so as to eliminate any misinterpretation of the inspectors comments, etc.

**laims:**

I expect two claims from the contractor. The first has to do with our requirement to build two 5000 yd sanding aggregate stockpiles inlieu of the single 10,000 yd pile assumed from the plans. I'd recommend additional compensation for the mobilization of the necessary equipment.

The second claim I'm uncertain as to how the contractor will present it. However it has to do with Charley Colton owning the better rock near our Magpie Peak source and our requiring the contractor to use the poorer material in our permit area.

Joseph A. Schlieski
Resident Engineer

1-80N

# STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Baldock Slough-S. Baker Inter.
Highway: Old Oregon Trail
County: Baker

Contract: 8753
Prefix: 601-1095
F.A. No. IR-80N-7(53)296

## SUMMARY

| Item | Unit | Original | Semi-final | %(+ or - |
|---|---|---|---|---|
| Bid Items | $ | 2,161,455.00 | 2,234,833.43 | + 3 |
| Anticipated Items | $ | 10,300.00 | 9,103.60 | - 12 |
| Contingencies | $ | 97,728.98 | 41,106.12 | - 58 |
| Engineering | $ | 173,740.40 | 150,000.00 | - 14 |
| Liquidated Damages | $ |  | - 4,800.00 |  |
| 3/8"-#10 Haul Adj. | $ |  | - 1,144.10 |  |
| PA #3 Crack Sealing | $ |  | 6,000.00 |  |
| PA #5 Commercial AC | $ |  | 1,986.44 |  |
| PA #8 Project Extension | $ |  | 2,784.00 |  |
| PA #9 AC Penalty | $ |  | - 8,263.60 |  |
| EWO #1 Fencing | $ |  | 283.37 |  |
| SFO #2 Haul Rd. Royalty | $ |  | 11,335.12 |  |
| Total | $ | 2,443,224.38 | 2,443,224.38 |  |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

## INDIVIDUAL OVERRUNS AND UNDERRUNS

| Item No. | Item | Unit | Original | Semi-final | %(+ or - |
|---|---|---|---|---|---|
| 6. | Flagmen | Hr. | 1,000 | 2,249 | + 125 |

All hours needed to properly protect the traveling public - generally 3 flagmen were needed to handle traffic through the paving operation.

| Item No. | Item | Unit | Original | Semi-final | %(+ or - |
|---|---|---|---|---|---|
| 8. | Aggregate Shoulders | Ton | 38,600 | 57,289 | + 48 |

Our surfacing calculations indicate that the plan amount was for freeway shoulders only - with no allowance for the additional 25% of asphalt mixture allowed for leveling or the shoulders on the interchange ramps. The leveling course effectively added 1" of AC depth throughout the project.

| Item No. | Item | Unit | Original | Semi-final | %(+ or - |
|---|---|---|---|---|---|
| 9. | 3/8"-#10 Material in Stockpile | Yd. | 10,000 | 12,561 | + 26 |

Excess produced by the contractor - purchased by Region.

| Item No. | Item | Unit | Original | Semi-final | %(+ or - |
|---|---|---|---|---|---|
| 22. | Adjusting Guardrail | LF | 11,650 | 17,922 | + 54 |

No allowance was made for adjusting the guardrail on the interchange ramps.

xc: Rd. Design

**STATE OF OREGON**

Highway Construction
DEPT.

378-6318
TELEPHONE

**INTEROFFICE MEMO**
FILE: CON 5 #8753

TO: Memo to File

DATE: October 2, 1979

FROM: O. B. Jackmond
Contract Administration Engineer

RECEIVED
STATE HWY ENGR
OCT 3 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

SUBJECT: Time Extension Request
Baldock Slough-S. Baker Interchange
FAP No. IR-80N-7(53)296
Contract No. 8753

R. L. Coats, contractor on the above project, has requested a time extension of 16 calendar workdays due to a delay in asphalt deliveries; extra work; and an overrun of aggregate shoulder material. Relevant contract times and dates are:

| | |
|---|---|
| Contract awarded | June 26, 1978 |
| Work started | July 17, 1978 |
| Field work completed | August 14, 1979 |
| Contract time specified | 280 calendar workdays |
| Time used | 296 calendar workdays |

The contractor claims a three workday delay due to a 1000 ft. project extension and a delay of eight workdays due to an overrun in the quantity of aggregate shoulder material.

Two workdays were required to do the work in the project extension area and this time should be returned to the contractor. The aggregate shoulder material item overran by 18,689 tons, or 48 percent. It is difficult to place a finite amount of time on this added work since the placing of the aggregate base material was mainly concurrent with other project work. The Resident Engineer estimates that this added work delayed the project approximately 12 workdays and these should be granted.

The contractor claims additional delays due to delays in asphalt deliveries, work under E.W.O. #1 (construct fence), and additional work involved in shaping aggregate in stockpile. Insufficient data was submitted to permit a valid evaluation of these claimed delays and they will not be considered at this time since the elimination of liquidated damages on this project does not depend on the validity of these claims.

Summarizing, the contractor should be granted two workdays for work added by the project extension and 12 workdays for the quantity overrun in aggregate shoulder material. Therefore, allowing for weekends, project time could be extended by 19½ calendar workdays (14 x 1.4). A time extension of 16 calendar days should be granted, eliminating all liquidated damages on this project. FHWA concurrence will not be required.

OBJ:fr

cc: H. S. Coulter
W. E. Schwartz
J. A. Schlieski
FHWA

VICTOR ATIYEH
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 2, 1979

R. L. Coats
Post Office Box 1008
Bend, OR 97701

Dear Mr. Coats:

Re: Time Extension Request
Baldock Slough-S. Baker Interchange
FAP No. IR-80N-7(53)296
Contract No. 8753

Your request for additional time on the above contract has been carefully considered. A time extension of 16 calendar workdays is hereby granted due to the added work resulting from (1) the extension of the project limits, and (2) the overrun quantity of aggregate shoulder material. This will eliminate all liquidated damages on this contract.

The other items of delay claimed were uncertain and, since they were not required to grant relief from liquidated damages, were not considered in granting additional time.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By
O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
W. E. Schwartz
J. A. Schlieski
FHWA
Bob Church

5753

cc: STATE (h S Cow er)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**STATE COPY**

### INTERMEDIATE AND FINAL INSPECTION REPORT

9 - 26 - 79

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Baker | DIVISION<br>Oregon |

IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

| | | | |
|---|---|---|---|
| DATE OF INSPECTION<br>9-26-79 | INSPECTION MADE BY<br>David B. Carter, Area Engineer<br>Original Signed by<br>D. B. Carter<br>Area Engr. | PROJECT NO.<br>IR-80N-7(53)296 | |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK *<br>Satisfactory | TIME ELAPSED<br>See below % | WORK COMPLETED<br>100 % |

## BALDOCK SLOUGH - SOUTH BAKER INTERCHANGE
## OLD OREGON TRAIL
## BAKER COUNTY
## Paving

This project provided for the resurfacing of approximately 9.45 miles of I-80N.

The contract provided 280 calendar workdays to accomplish the work. The contractor used 296 calendar work days, or an additional 16 calendar workdays. The contractor requested, and the State granted, a 16 day time extension which eliminated all liquidated damages for the project. The time extension was granted due to the extension of the project limits and overruns which occurred in the aggregate shoulder work.

As noted above, the south end of the project was extended from Station 115+00 to Sta. 125+00. This action was taken so that a gap in the eastbound lanes between this project and a previous project could be included in the overlay. This short distance had been inadvertently excluded from the project. This change has been approved as a minor program change, Item No. 80249, and has been agreed to by the contractor under Price Agreement No. 8

It is estimated that the project will slightly underrun the project authorization.

The project has been signed and striped. The final appearance and ride of the project is good. It is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

11-29
af

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8753

FORM 81-734-3081
OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Baldock Slough - S. Baker Interchange
WEEK ENDING: September 7, 1979
SECTION PREFIX: 601-1095
HIGHWAY: Old Oregon Trail
COUNTY: Baker
NAME OF JOB: Baldock Slough - S. Baker
KIND OF WORK: Paving
CONTRACTOR: R. L. Coats
CONTRACT NUMBER: 8753
FEDERAL AID PROJECT NUMBER: IR-80N-7(53)296
DATE OF CONTRACT: June 26, 1978
DATE WORK STARTED: July 17, 1978
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 280
CALENDAR DAYS USED: 296
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 106
PROJECT AUTHORIZATION: $ 2,443,224.38
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 2,269,483.98
ENGINEERING AUTHORIZATION: $ 173,740.76
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,269,483.98
ENGINEERING COST TO DATE: $ 136,464.84
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
This Week $351.15
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 78 %
DATE PROJECT WAS COMPLETED: August 14, 1979

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | 9.5 | | | 9.5 |
| MILES PARTIALLY COMPLETED | | 9.5 | | | 9.5 |
| MILES COMPLETED | | 0 | | | 0 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 38,600 | | | 123,400 |
| TOTAL QUANTITIES CORRECTED TO DATE | | 57,288 | | | 123,400 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 57,288 | | | 123,400 |
| AVERAGE DAILY QUANTITIES | | - | | | - |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | - | | | - |
| NUMBER OF SHIFTS PER DAY | | - | | | - |
| HOURS PER SHIFT | | - | | | - |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 2 | | 0 | | |
| MONDAY 3 | | 0 | | |
| TUESDAY 4 | | 0 | | |
| WEDNESDAY 5 | | 0 | | |
| THURSDAY 6 | | 0 | | |
| FRIDAY 7 | | 0 | | |
| SATURDAY 1 | | 0 | | |

RECEIVED
SEP 10 1979
CONSTRUCTION
BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 2 | No activity |
| 3 MONDAY | No activity |
| 4 TUESDAY | No activity |
| 5 WEDNESDAY | No activity |
| 6 THURSDAY | No activity |
| 7 FRIDAY | No activity |
| 1 SATURDAY | No aactivity |

## REMARKS

STATUS: Project complete except for minor guard rail adjustment.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8753

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

8 - 13 - 79

FEDERAL AID PROJECT NO. IR-80N-7(53)296

STATE PROJECT NO. See below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1 ☐ 2

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80249

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

8-21
orig

RECEIVED
STATE HWY ENGR
AUG 21'79
REFER TO Mock[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-13-79

FEDERAL ROUTE NUMBER Interstate 80N

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:

Baldock Slough-S. Baker Interchange Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of August 3, 1979, I approve the program change to extend the limits southeasterly from Station 115+00 to Station 125+00 and include pavement overlay on the eastbound lanes. Project location is revised as follows: "I-80N, 6.10 miles North of Baker, South 9.5 miles."

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 8-13-79 | | for Division Administrator |

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-731-012

8755

cc: State (H. S. Coulte

# STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

## INITIAL REPORT

10-25-78

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Baker | DIVISION<br>Oregon |

| | | |
|---|---|---|
| DATE OF INSPECTION<br>10-24-78 &<br>10-25-78 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | PROJECT NO.<br>IR-80N-7(53)296 |

IN COMPANY WITH
10-24-78 - J. Schlieski, Resident Engineer, OSHD
10-25-78 - Robert Hector, Region 5 Construction Engr., OSHD

LOCATION

Baldock Slough - S. Baker Interchange Section of the Old Oregon Trail,
Baker County, Oregon

CONTRACTOR NAME AND ADDRESS

R. L. Coats, 63285 Skyline Ranch Road, Bend, Oregon 97701

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>6-26-78 | CONTRACT AMOUNT<br>$2,161,455.00 | TIME ALLOWED<br>280 CWD | TIME STARTED<br>7-10-78 | WORK STARTED<br>7-17-78 |

| | | | |
|---|---|---|---|
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>37% | WORK COMPLETED<br>See below |

REMARKS

### BALDOCK SLOUGH - S. BAKER INTERCHANGE
### OLD OREGON TRAIL HIGHWAY
### BAKER COUNTY
### Paving

This project provides for the resurfacing of approximately 9.46 miles of I-80N.

The Contractor is crushing paving aggregates using the Magpie Quarry as the source. The crushing is approximately three-fourths complete. No other work has been done on the project.

The Contractor is presently moving in a hot plant. Depending upon the weather limitations, the Contractor hopes to do some paving this year.

A review of the test results of the material being produced indicates the material will combine in reasonable proportions to make the desired product. The Contractor is producing material in 3/4-1/4 and 1/4-0 sizes. The stockpiles are being constructed in a satisfactory manner and are separated a sufficient distance to avoid contamination.

RECEIVED
STATE HWY ENGR
NOV 2 '78
REFER TO
FOR
File
Att
Sign
D/R
R/D
Inves
Info

11-2
cy Keasey

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

nig
8753

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

**LETTER OF APPROVAL D/OR AUTHORIZATION**

9-20-78

8

FEDERAL AID PROJECT NO.
IR-80N-7(53)296

ST ROJECT NO.
See below

**FROM:**
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80249

COUNTY NAME
Baker

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

**TO:**

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon, DOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 5-31-78 | 8-28-78 | Interstate 80N |
| | | STATE ROUTE NUMBER |
| | | Primary 6 |

GENERAL LOCATION:

BALDOCK SLOUGH- SOUTH BAKER INTERCHANGE

GENERAL DESCRIPTION OF WORK:

Haul Road Easement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION Haul Road Easement
TEC NTE $10,555; FF $9,736
☒ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-31-78, this will confirm the advance approval date of 8-28-78 by Mr. D. Carter for the haul road easement with Colton Land Company approved by OSHD 3-21-78. (Charges are represented by SFO #2)

Swan
9-26

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-20-78 | | for Division Administrator |

FORM PR-1240 (REV. 8-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

8753

8

ROBERT W. STRAUB
GOVERNOR

# Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1978

R. L. Coats
63283 Skyline Ranch Rd.
Bend, OR 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8753 for paving on the Baldock Slough-S. Baker Interchange Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

[redacted]
Enclosure

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Joseph Schlieski

C. A. TOMASSENE & SON
*INSURANCE AND SURETY BONDS*

520 S. W. 6TH AVENUE
PORTLAND, OREGON 97204
TELEPHONE: 226-3741

July 5, 1978

Oregon State Highway Division
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. C. W. Head, Commission Services

Subject: Contract No. 8753 - Baker County
Contractor - R. L. Coats

Gentlemen:

Enclosed herewith are two copies of the above contract signed by Mr. Coats, with the Performance Bond executed.

We trust the enclosures are in order. Should you have any questions, please be sure to let me know.

Yours very truly,

C. A. TOMASSENE & SON

C. A. Tomassene

C. A. Tomassene

CAT:an

encl.
cc: Mr. R. L. Coats

RECEIVED
JUL 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

*Since – 1927*

8753

STATE COPY

OMB No. 04-R2089

9

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>7-81 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-14-78 | State<br>Oregon<br>County<br>Baker<br>Project No.<br>IR-80N-7(53)296 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 6.10 mi. N of Baker, S 9.3 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 9.463 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 92.22%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 2,374,374.00 | FEDERAL FUNDS<br>$ 2,189,647.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Engineer
*(Title)*
xx For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUL 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. IR-80N-7(53)296

Baldock Slough-S. Baker Intchge. Section
Old Oregon Trail Highway
Baker County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 18+00 thru EQ Sta. 2266+18.78 = Sta. 106+93.97
to Sta. 115+00)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | All Required | | $ 2,000.00 |
| Mobilization | All Required | | 200,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 40,000.00 |
| Temporary Signs | 2,075 Sq.Ft. | $ 5.00 | 10,375.00 |
| Temporary Barricades | 10 Each | 10.00 | 100.00 |
| Flagmen | 1,000 Hour | 17.00 | 17,000.00 |
| Watering | 630 M-Gal. | 6.00 | 3,780.00 |
| Aggregate Shoulders | 38,600 Ton | 4.80 | 185,280.00 |
| Class "B" Asphalt Concrete Mixture | 94,900 Ton | 6.00 | 569,400.00 |
| Class "E" Asphalt Concrete Mixture | 3,500 Ton | 9.00 | 31,500.00 |
| Asphalt in Mixture | 8,040 Ton | 100.00 | 804,000.00 |
| Class "B" Asphalt Concrete Mixture in Leveling Course | 25,000 Ton | 7.00 | 175,000.00 |
| Portland Cement or Lime Additive in Class "E" Mixture | 35 Ton | 80.00 | 2,800.00 |
| Aggregate in Seal Coat | 75 Ton | 20.00 | 1,500.00 |
| Asphalt in Seal Coat | 44 Ton | 130.00 | 5,720.00 |
| Asphalt in Tack Coat | 137 Ton | 150.00 | 20,550.00 |
| Guard Rail Anchors, Type 1 | 10 Each | 300.00 | 3,000.00 |
| Rail End Pieces, Type C | 10 Each | 100.00 | 1,000.00 |
| Extra Posts with Blocks | 24 Each | 10.00 | 240.00 |
| Extra Rail Elements | 150 Lin.Ft. | 20.00 | 3,000.00 |
| Adjusting Guard Rail | 11,650 Lin.Ft. | 1.00 | 11,650.00 |
| Delineators | 685 Each | 16.00 | 10,960.00 |
| Adjusting Inlets | 13 Each | 200.00 | 2,600.00 |
| | | | $2,101,455.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping | All Required | $ 7,500.00 |
| On the Job Trainees | All Required | 1,600.00 |
| | | $ 9,100.00 |

| | |
|---|---|
| Subtotal | $2,110,555.00 |
| Engineering | 263,819.00 |
| Total | $2,374,374.00 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. IR-80N-7(53)296

| | |
|---|---|
| Length of Project | 9.463 Miles |
| Cost of Roadway Per Mile | $250,911.23 |

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Extra Adj. to Guard Rail Anchors | All Required | $ 200.00 |

| | | |
|---|---|---|
| Federal Funds (92.22%) . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | | $2,189,647.00 |
| State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | | 184,727.00 |
| | Total | $2,374,374.00 |

| | |
|---|---|
| Group 1 | 98% |
| Group 9 | 2% |
| Contract No. | 8753 |
| Prefix No. | 601-1095 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. IR-80N-7(53)296

Baldock Slough-S. Baker Intchge. Section
(Nonparticipating - State Work)

| | | | |
|---|---|---|---|
| State Responsibility for Damages | All Required | | $ 1,000.00 |
| 3/8"-#10 Material in Stockpile | 10,000 Cu.Yd. | $ 6.00 | 60,000.00 |
| | | | $ 61,000.00 |

8753

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
SAIF
Fran

June 27, 1978

R. L. Coats
63285 Skyline Ranch Rd.
Bend, OR 97701

Dear Mr. Coats:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for paving on the Baldock Slough-S. Baker Interchange Section of the Old Oregon Trail in Baker County for the sum of $2,161,455 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8753.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar workday count on this contract will begin July 10, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8753

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 8, 1978

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, OR 97301

Dear Mr. Green:

Re: Baldock Slough-S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

An evaluation of the overlay requirements on the subject section has been completed. Deflection measurements were used to obtain the result recommended and are included in the report.

We request your approval of the four and one-half inch asphaltic concrete overlay with leveling for the "Mainline", and one and one-half inch overlay for the S. Baker Interchange Ramps.

Very truly yours,

Frank E. Terpin

Frank E. Terpin
Location Engineer

FET-CJG:af

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 2, 1978

FROM: C. J. Gregg
Surfacing Design Engineer

TO: F. E. Terpin
Location Engineer
O F F I C E

SUBJECT: Baldock Slough-Richland Inter.
Richland Inter.-S. Baker Inter.
Old Oregon Trail #6
Baker County

A condition survey of the two projects has been completed. The purpose of the survey was to determine the thickness of asphaltic concrete overlay required to successfully complete the planned twenty year design period.

Two test pits were dug in each project, and all structural components including the subgrade sampled. The test results of these samples are included as part of the data. Additionally, deflection measurements were made; and the overlay thickness is based on these deflection tests.

Our recommendation for the Mainline is four and one-half inches asphaltic concrete overlay (Class B), and one and one-half inches overlay for all Ramps within the S. Baker Interchange; an extra allowance of one inch minimum Class B asphaltic concrete should be set up in the quantities of the Project Special Provisions for leveling.

CJG:af

Overall Length of Project [illegible] Miles

STATE OF OREGON

# STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

## GRADING, PAVING, STRUCTURES SIGNING & ILLUMINATION

# RICHLAND INTCHGE.-S. BAKER INTCHGE. SEC.

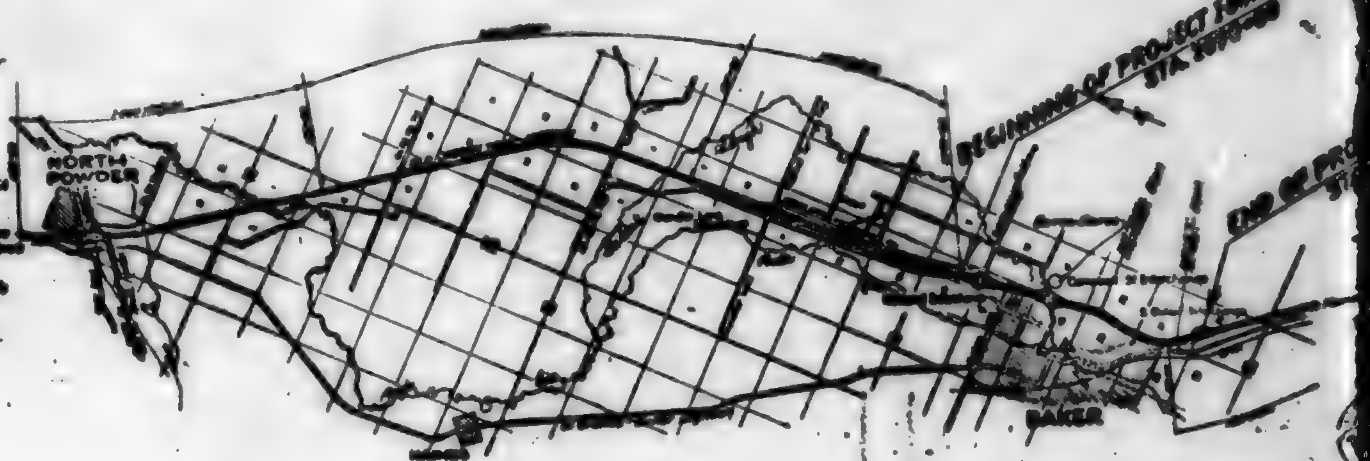
## OLD OREGON TRAIL HIGHWAY

## BAKER COUNTY

MARCH, 1971

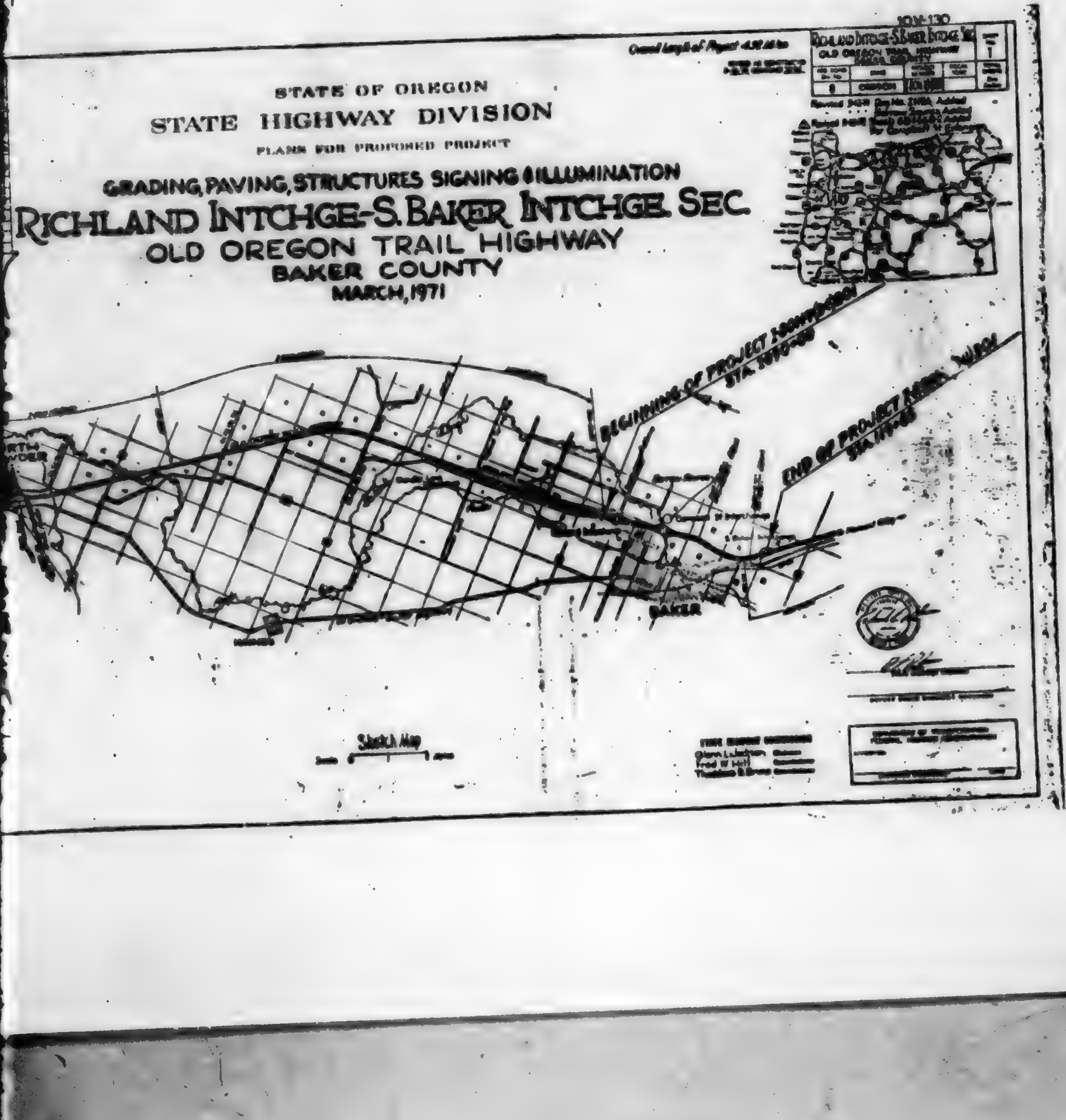
| INDEX OF SHEETS | |
|---|---|
| 1 | Title Sheet |
| [illegible] | Typical Sections |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | Plan |
| [illegible] | Profile |
| [illegible] | Contour Grading |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | [illegible] |
| [illegible] | Profile |

Std. No.
2507 Identification Signs
[illegible] } Temporary Protection & Direction of Traffic
2050, 2050A - [illegible]
2070 - Concrete Bridge End Panels
2077 - Driveway [illegible]
2085 - Fence
2091 & 2112, 2121, 2123 } Culvert Pipe
2060 2060A Guard Rail
2119A - Concrete Median Barrier
2139 2106A - Concrete Inlets
2106 Guide Posts
2122 Rounding Cutbanks
2103, 19 Cattle Guards
9,795 9,796, 2405 } Box Culverts
[illegible]
[illegible] } Bridge [illegible]
[illegible] } Signals
[illegible] - Illumination



Sketch Map

Scale [illegible]



STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING, STRUCTURES SIGNING & ILLUMINATION

RICHLAND INTCHGE.-S. BAKER INTCHGE. SEC.

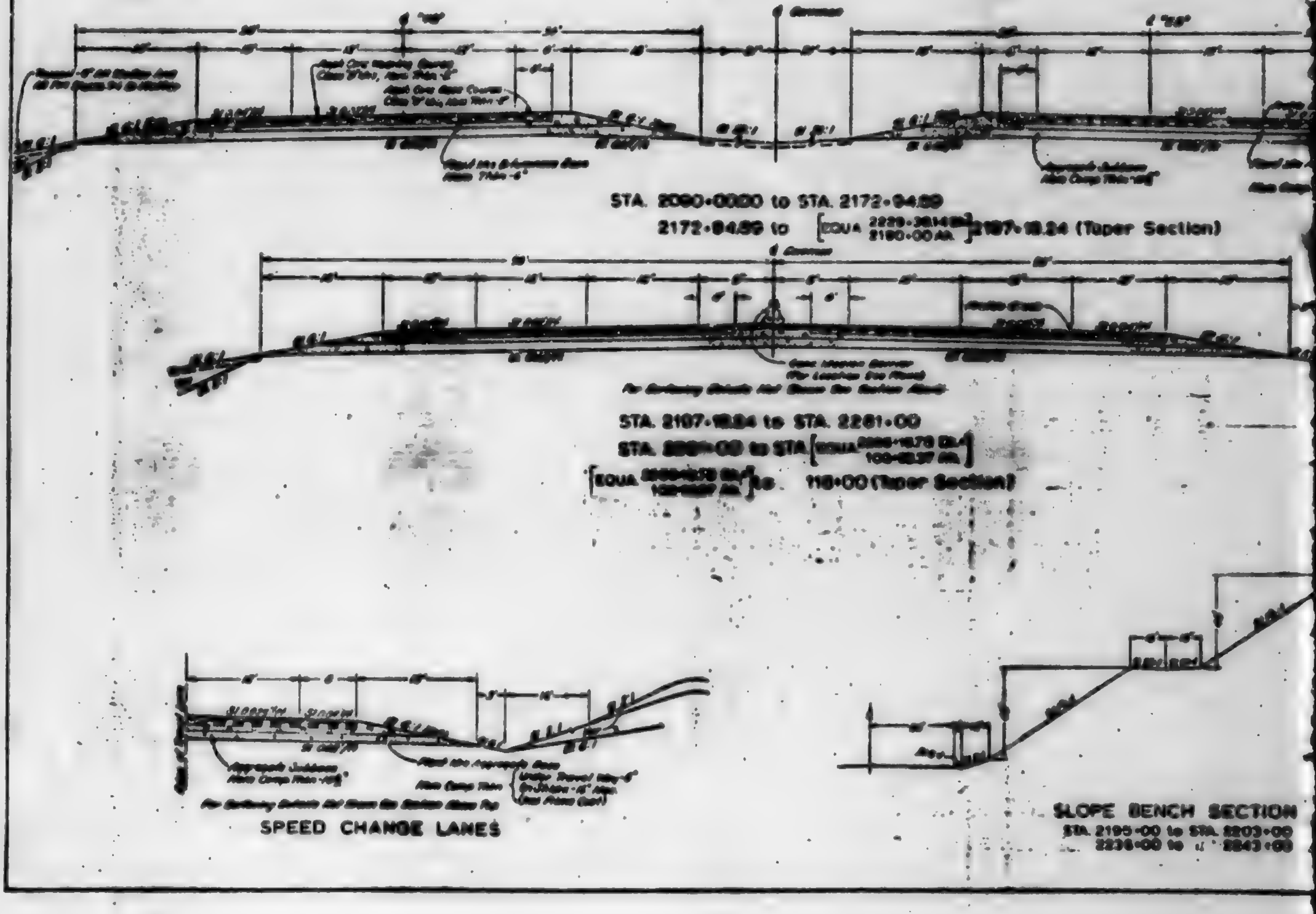
OLD OREGON TRAIL HIGHWAY

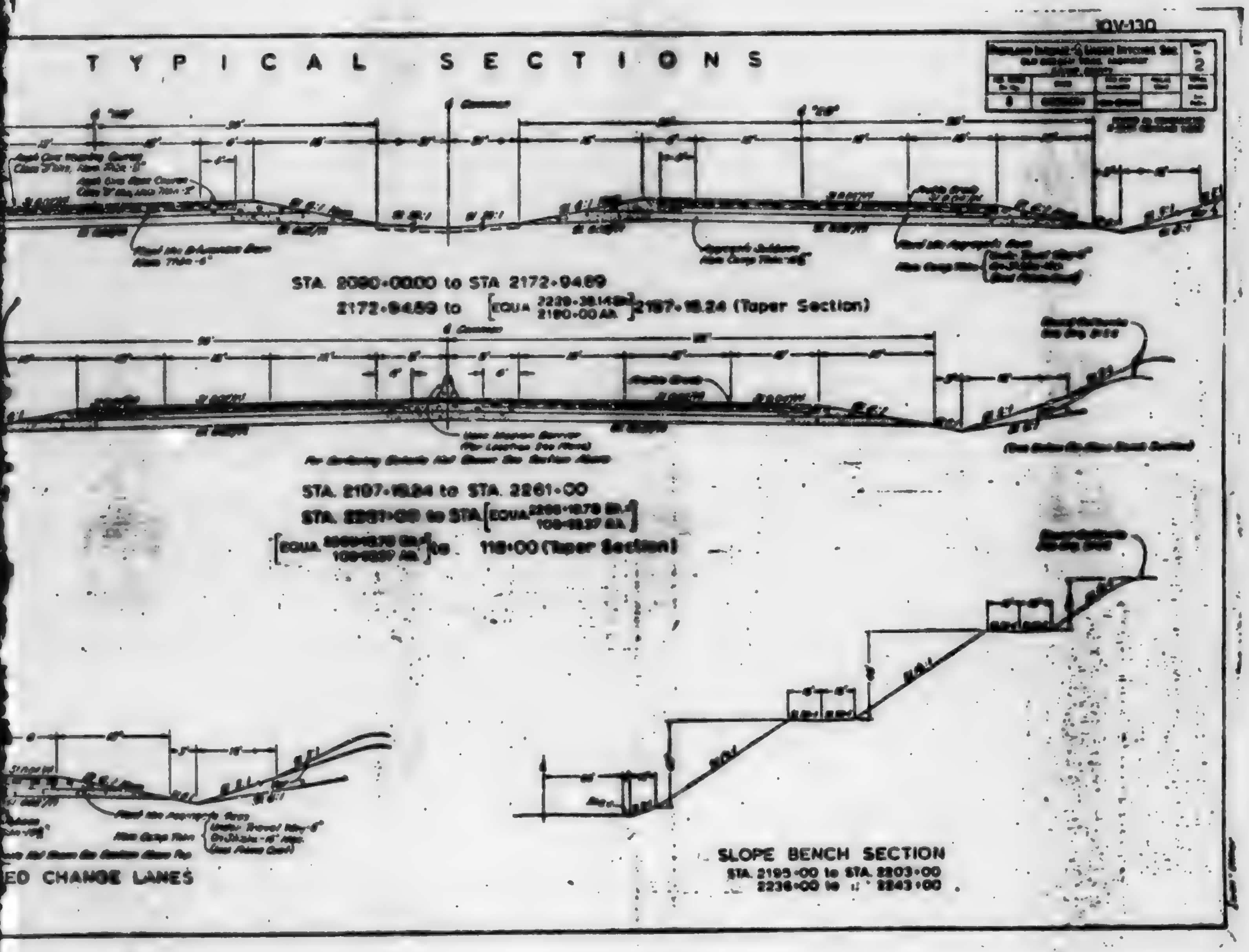
BAKER COUNTY

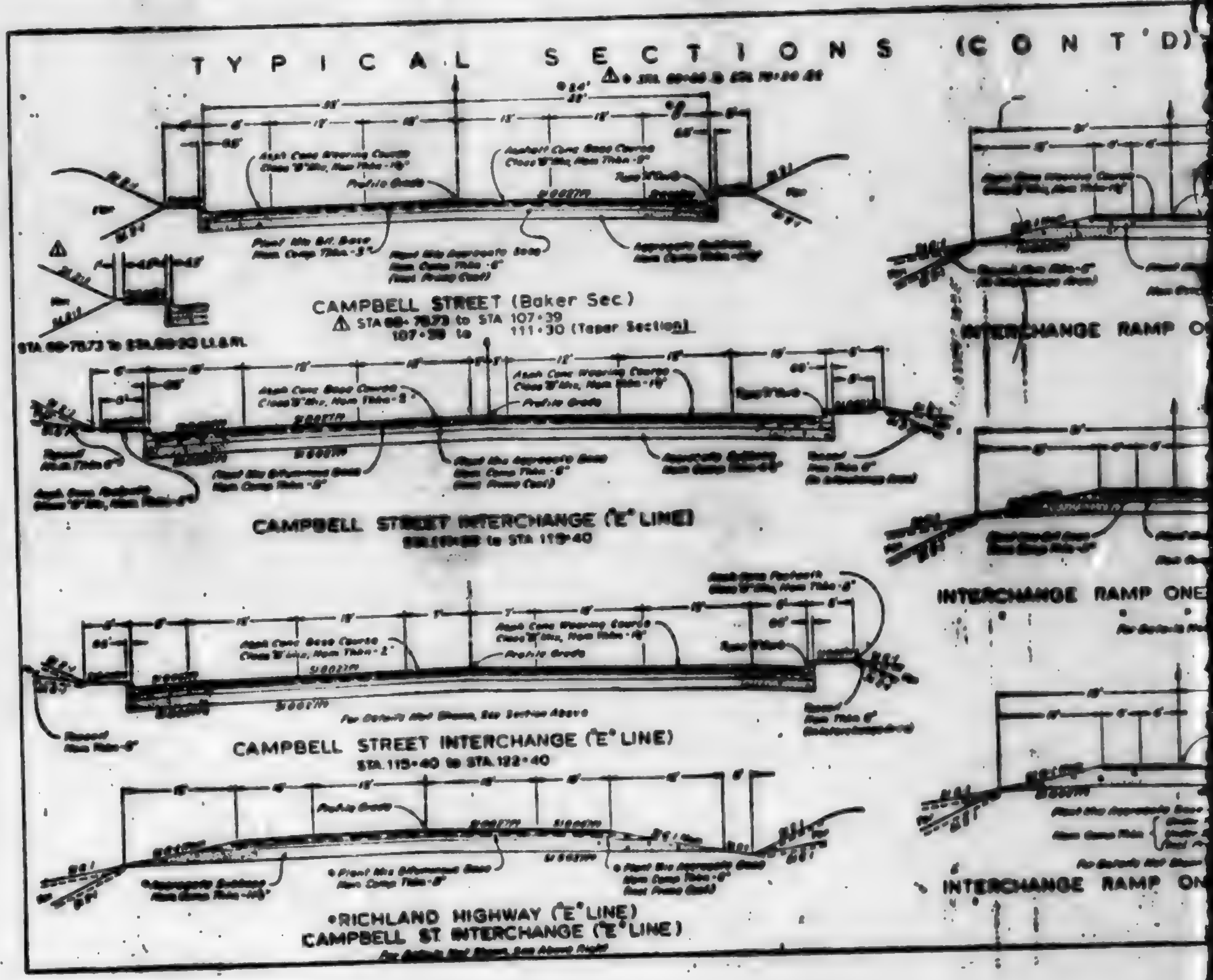
MARCH, 1971

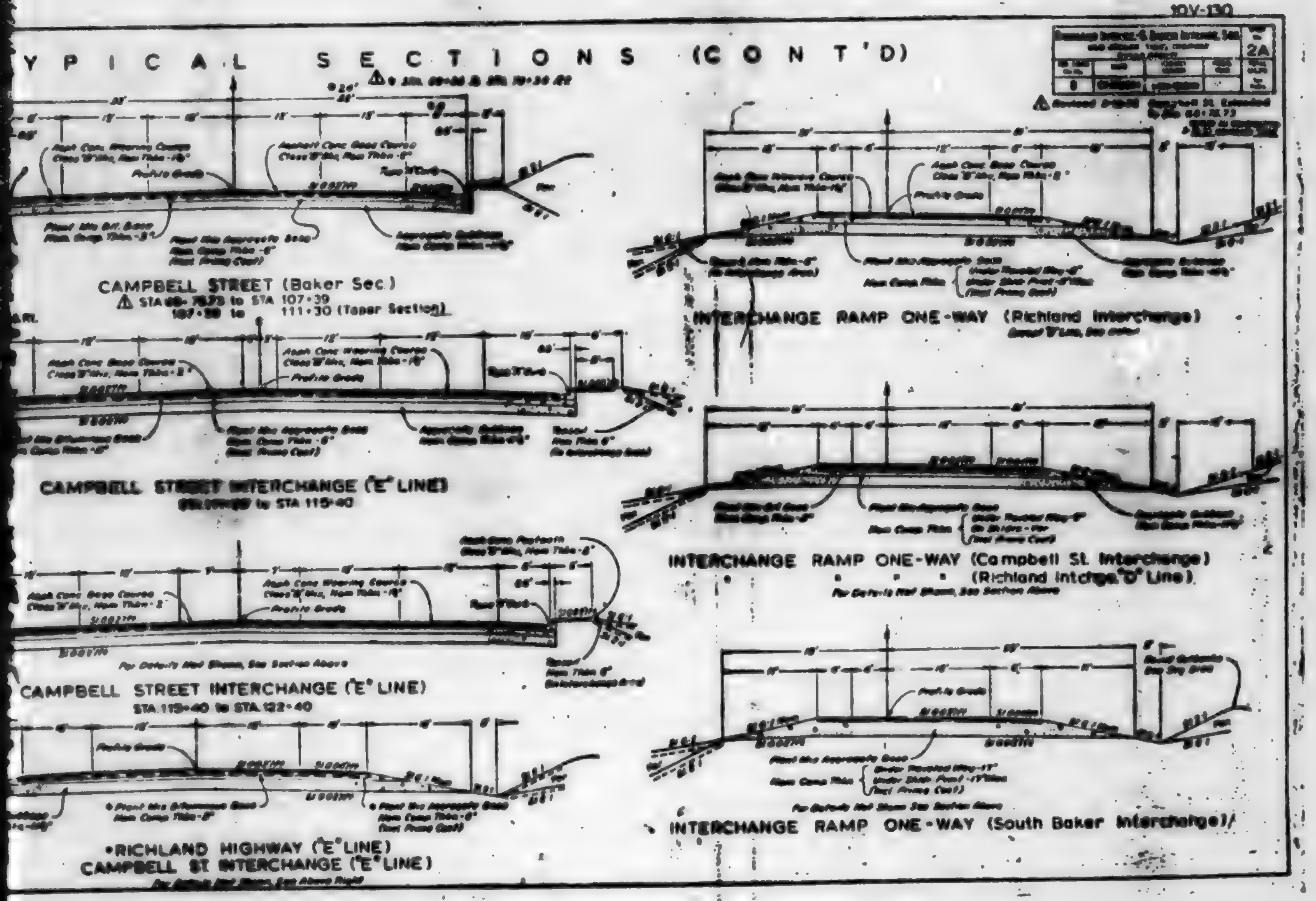
1034-130
Overall Length of Project 4.92 [illegible]
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY
OREGON
BEGINNING OF PROJECT [illegible]
STA [illegible]
END OF PROJECT [illegible]
STA [illegible]
BAKER
Sketch Map
Glenn L. Jackson

# TYPICAL SECTIONS


STA. 2090+00.00 to STA. 2172+94.89
2172+94.89 to [EQUA 2229+38.14 Bk. / 2180+00 Ah.] 2197+18.24 (Taper Section)
STA. 2197+18.24 to STA. 2261+00
STA. 2261+00 to STA. [EQUA 2266+18.78 Bk. / 100+62.37 Ah.]
[EQUA [illegible] Bk. / [illegible] Ah.] to 118+00 (Taper Section)
SPEED CHANGE LANES
SLOPE BENCH SECTION
STA. 2195+00 to STA. 2203+00
2236+00 to " 2243+00

10V-130
TYPICAL SECTIONS
2
℄ Common
STA. 2090+00.00 to STA 2172+94.89
2172+94.89 to [EQUA 2229+38.14 Bk. / 2190+00 Ah.] 2197+18.24 (Taper Section)
℄ Common
(See Below for Slope Bench Section)
STA. 2197+15.24 to STA. 2261+00
STA. 2261+00 to STA [EQUA 2296+18.78 Bk. / 109+93.37 Ah.]
[EQUA 2296+18.78 Bk. / 109+93.37 Ah.] to 118+00 (Taper Section)
ED CHANGE LANES
SLOPE BENCH SECTION
STA. 2195+00 to STA. 2203+00
2236+00 to " 2243+00


TYPICAL SECTIONS (CONT'D)
Profile Grade
CAMPBELL STREET (Baker Sec)
STA 107+39
111+30 (Taper Section)
107+39 to
Profile Grade
CAMPBELL STREET INTERCHANGE ("E" LINE)
to STA 115+40
Profile Grade
CAMPBELL STREET INTERCHANGE ("E" LINE)
STA. 115+40 to STA. 122+40
Profile Grade
•RICHLAND HIGHWAY ("E" LINE)
CAMPBELL ST. INTERCHANGE ("E" LINE)
INTERCHANGE RAMP O
INTERCHANGE RAMP ONE
INTERCHANGE RAMP ON


10V-130
YPICAL SECTIONS (CONT'D)
2A
CAMPBELL STREET (Baker Sec.)
STA 107+39 to STA 107+39
107+39 to 111+30 (Taper Section)
CAMPBELL STREET INTERCHANGE ("E" LINE)
to STA 115+40
CAMPBELL STREET INTERCHANGE ("E" LINE)
STA 115+40 to STA 122+40
•RICHLAND HIGHWAY ("E" LINE)
CAMPBELL ST INTERCHANGE ("E" LINE)
INTERCHANGE RAMP ONE-WAY (Richland Interchange)
INTERCHANGE RAMP ONE-WAY (Campbell St. Interchange)
(Richland Intchge."D" Line)
INTERCHANGE RAMP ONE-WAY (South Baker Interchange)
Profile Grade

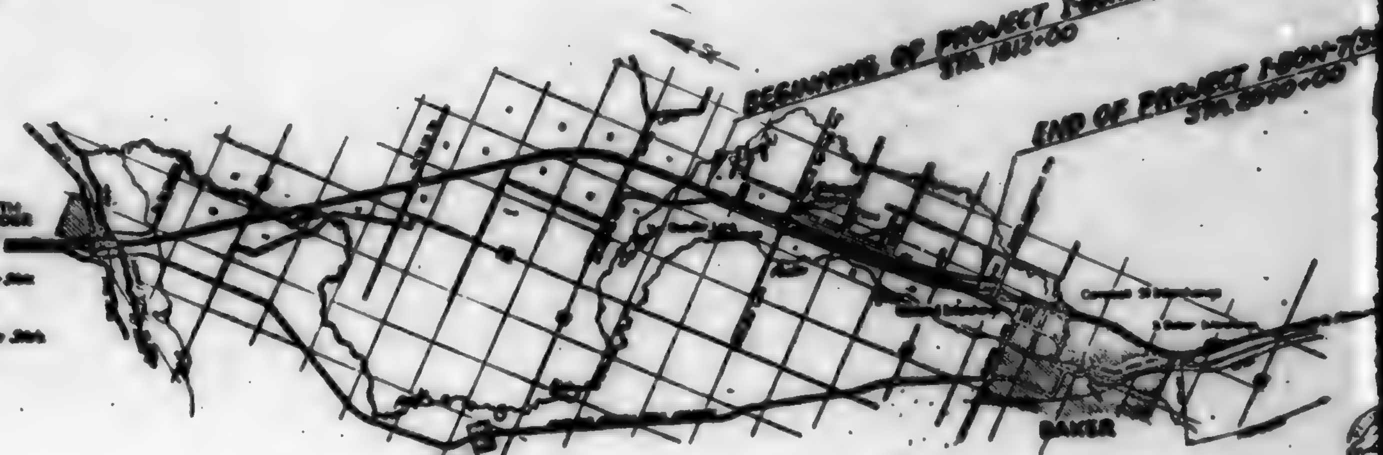
Overall Length of Project 5.77 Miles

| INDEX OF SHEETS | |
|---|---|
| Sheet No. | Description |
| 1 | Title Sheet |
| 2-2A | Typical Sections |
| 2B | Material Source |
| 2C | Pipe Data |
| 2D | Summary |
| 3-4 | Plan & Profile |
| 4A | Farm Access Road |
| 5 | Plan & Profile |
| 6 | Plan (Chandler Interchange) |
| 6A,6B,6C,6D | Profiles |
| 6E | Grading Plan (Chandler Interchange) |
| 7-10 Incl | Plan & Profile |
| 10A | Profile |
| 11-12 | Plan & Profile |
| 13 | Plan |
| | |

Dwg. Nos.
20665, 2119 } Temp. Prot. & Direction of Traffic
2502 · Identification Signs
2070 · Conc. Bridge End Panel
2285 · Fence
2001, 2112, 2121, 2123 } Pipe Installation
2092, 2091 } Ramp Details
2094, 2094A } Guard Rail
2105, 2105A } Concrete Inlets
2106 · Grate Plate
20850 · Cattle Guards
9995, 20655 } [illegible]
[illegible]
[illegible] } Br. [illegible]
[illegible] · Signing
[illegible] } Sign Str.
[illegible]

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

# GRADING, PAVING, STRUCTURE & SIGNING
# BALDOCK SLOUGH-RICHLAND INTCHGE. SEC.
## OLD OREGON TRAIL HIGHWAY
## BAKER COUNTY
## OCTOBER 29, 1970



Sketch Map

IOV-95

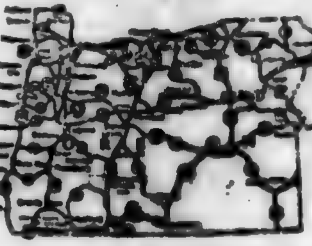
*Overall Length of Project 5.37 Miles*

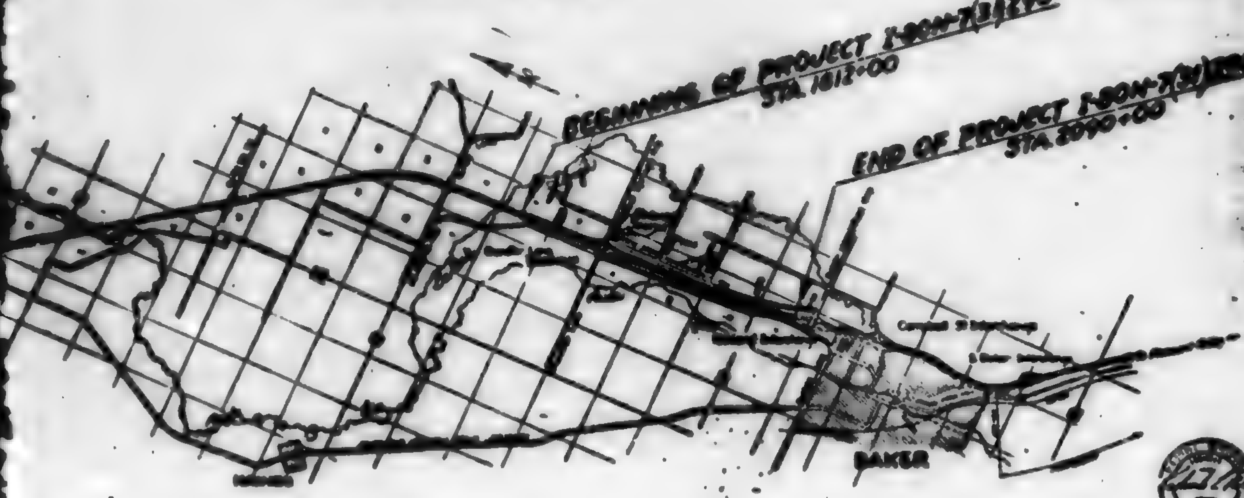
# STATE OF OREGON
# STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

# GRADING, PAVING, STRUCTURE & SIGNING
# LDOCK SLOUGH-RICHLAND INTCHGE. SEC.
## OLD OREGON TRAIL HIGHWAY
## BAKER COUNTY
## OCTOBER 29, 1970

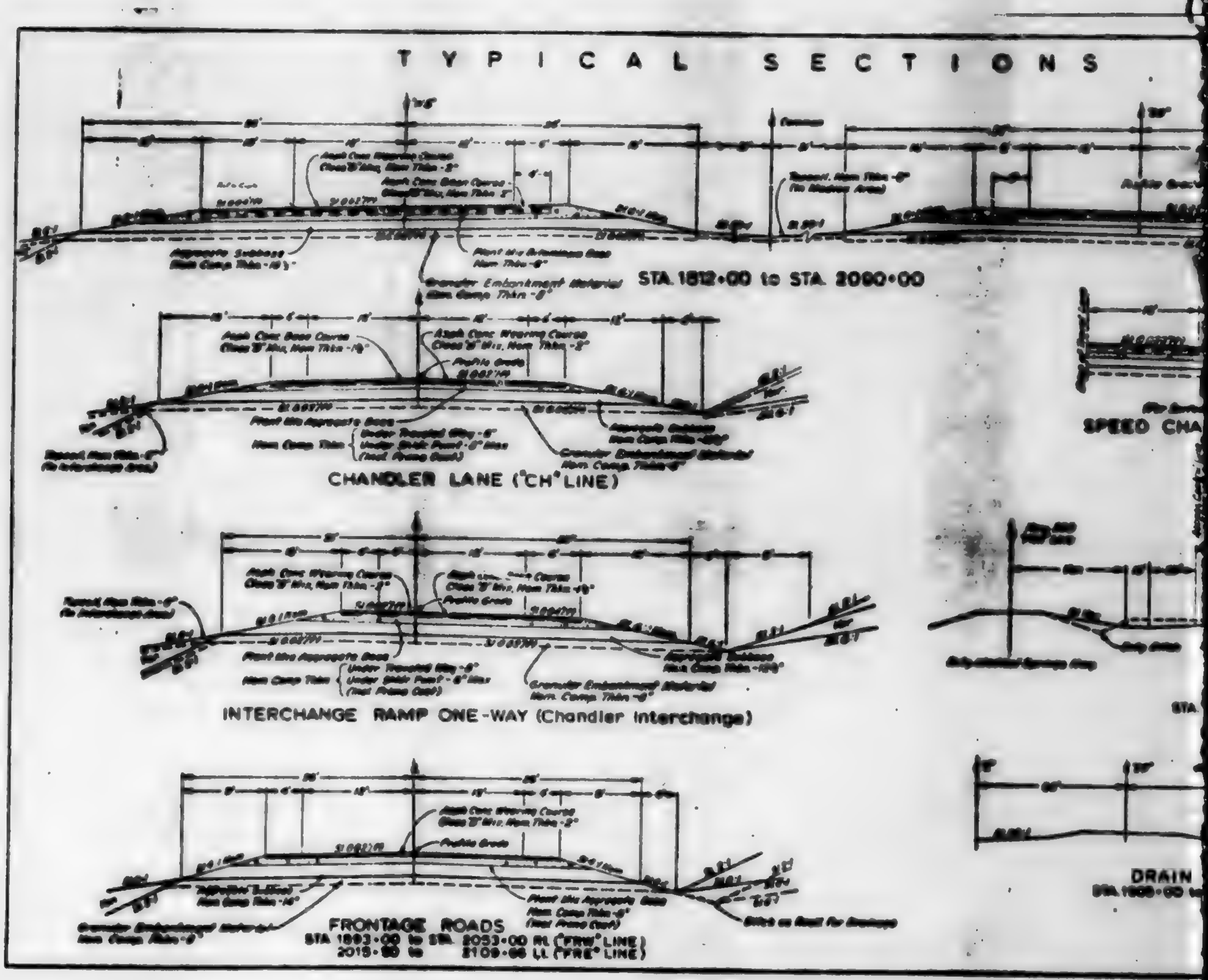
OLD OREGON TRAIL HIGHWAY

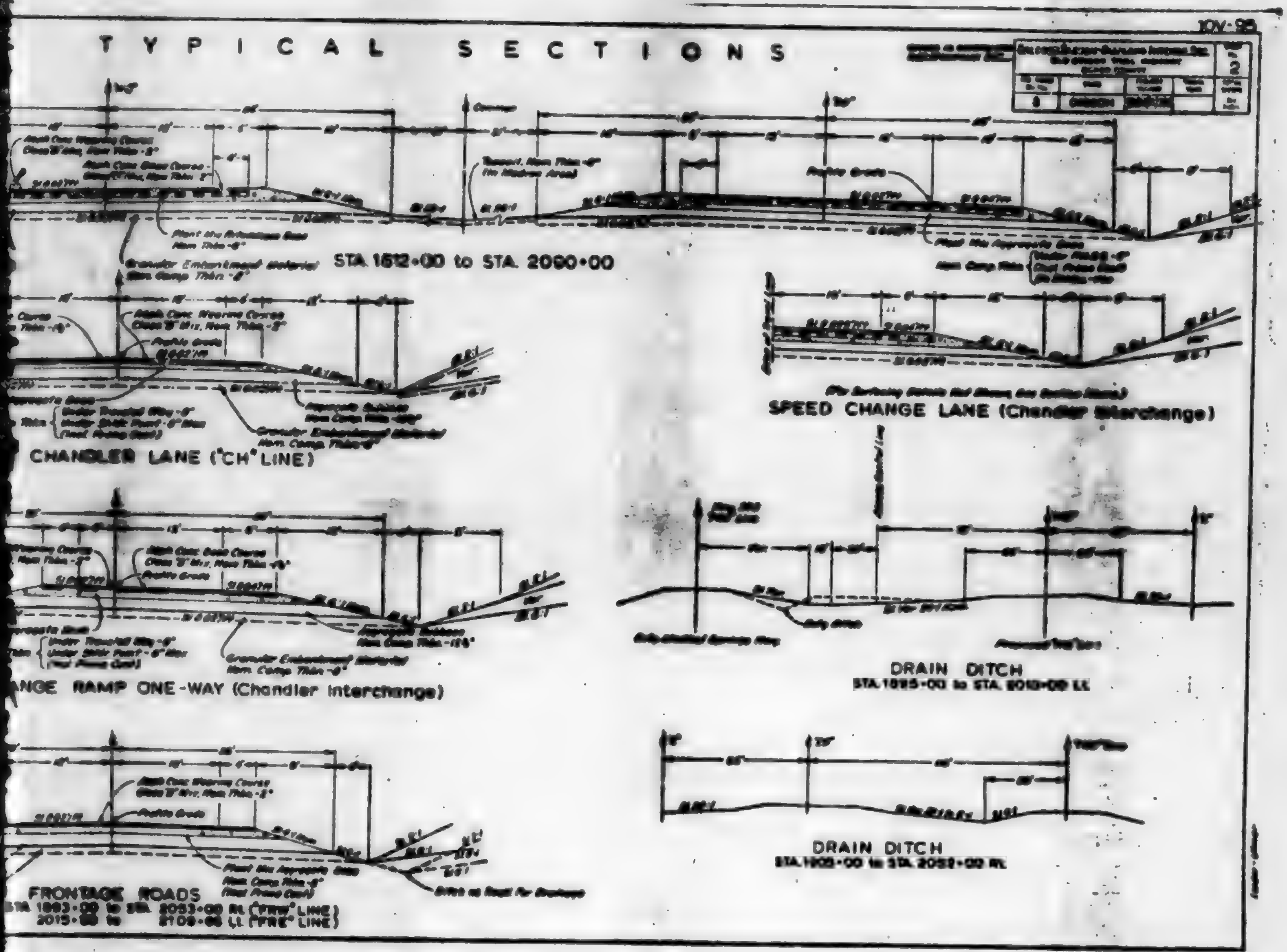



BEGINNING OF PROJECT I-80N-7(3)296
STA. 1812+00
END OF PROJECT I-80N-7(3)296
STA. 2090+00
BAKER

Sketch Map

Glenn L. Jackson
Fred W. Hall


TYPICAL SECTIONS
Asph Conc Wearing Course
Asph Conc Base Course
Plant Mix Bituminous Base
Aggregate Subbase
Granular Embankment Material
STA. 1812+00 to STA. 2090+00
Profile Grade
Plant Mix Aggregate Base
Under Traveled Way
Under Shld Pavt
(Incl Prime Coat)
CHANDLER LANE ("CH" LINE)
INTERCHANGE RAMP ONE-WAY (Chandler Interchange)
FRONTAGE ROADS
STA 1893+00 to STA 2053+00 Rt ("FRW" LINE)
2015+50 to 2109+66 Lt ("FRE" LINE)
SPEED CHA
STA
DRAIN
STA 1906+00


10V-98
T Y P I C A L   S E C T I O N S
2
STA. 1612+00 to STA. 2090+00
Plant Mix Bituminous Base
Granular Embankment Material
Profile Grade
SPEED CHANGE LANE (Chandler Interchange)
CHANDLER LANE ("CH" LINE)
Plant Mix Aggregate Base
Granular Embankment Material
Norm. Comp. Thkn.
NGE RAMP ONE-WAY (Chandler Interchange)
DRAIN DITCH
STA. 1895+00 to STA. 2013+00 LL
DRAIN DITCH
STA. 1905+00 to STA. 2052+00 RL
FRONTAGE ROADS
STA. 1863+00 to STA. 2053+00 RL ("FRW" LINE)
2015+00 to 2109+66 LL ("FRE" LINE)

**REVISED**

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section NORTH POWDER- S. BAKER INTERCHANGE Highway Old Oregon Trail (FAR 1) County Bak

Res. Engr. ______ Approx. Length 21+ Miles. Sta. 1190+ thru Eq. to Sta. 11

Year

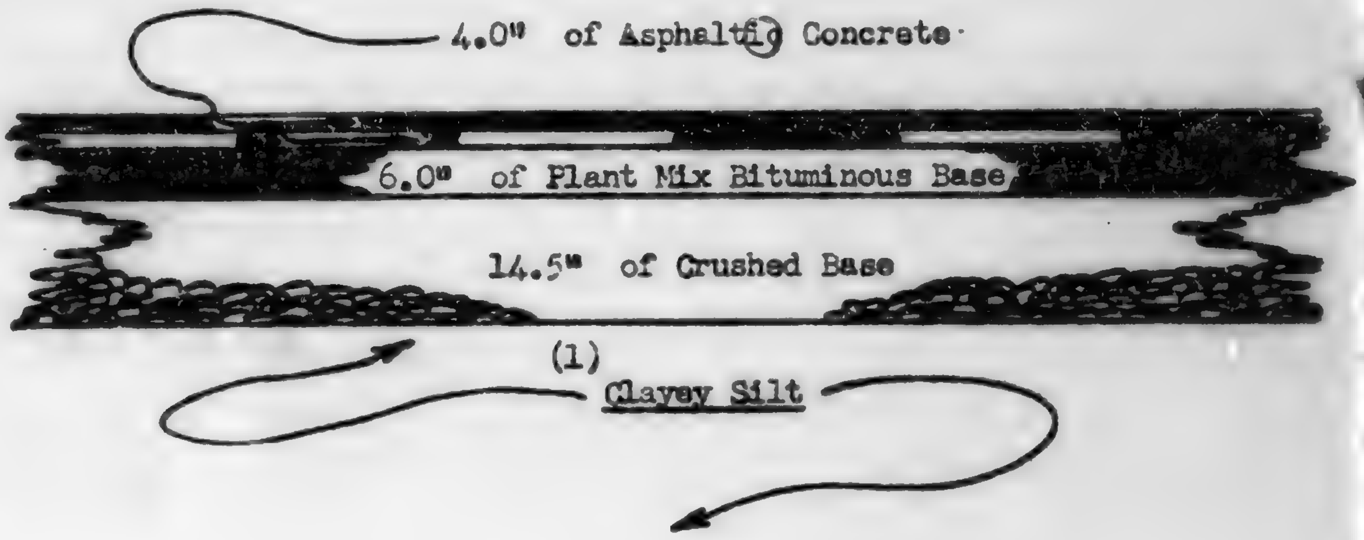
Truck A.D.T. 748 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automo

Annual Precipitation 10"-20" Frost Penetration 36" - 48" + not considered

---

(1)
Typical Soil
37 LL
10 PI
97 %P 10
76 %P200
2 %Gravel
7 %C Sand
14 %F Sand
53 %Silt
24 %Clay
8 "R" Value
(Corrected)

Station 1190± - 1795±
& 2261 thru Eq. - 118+



AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined
by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by C. J. Ging
for Staff Assistant

Recommended

Recommended by H. L. Becker
Asst. Construction Engineer

Approved by

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

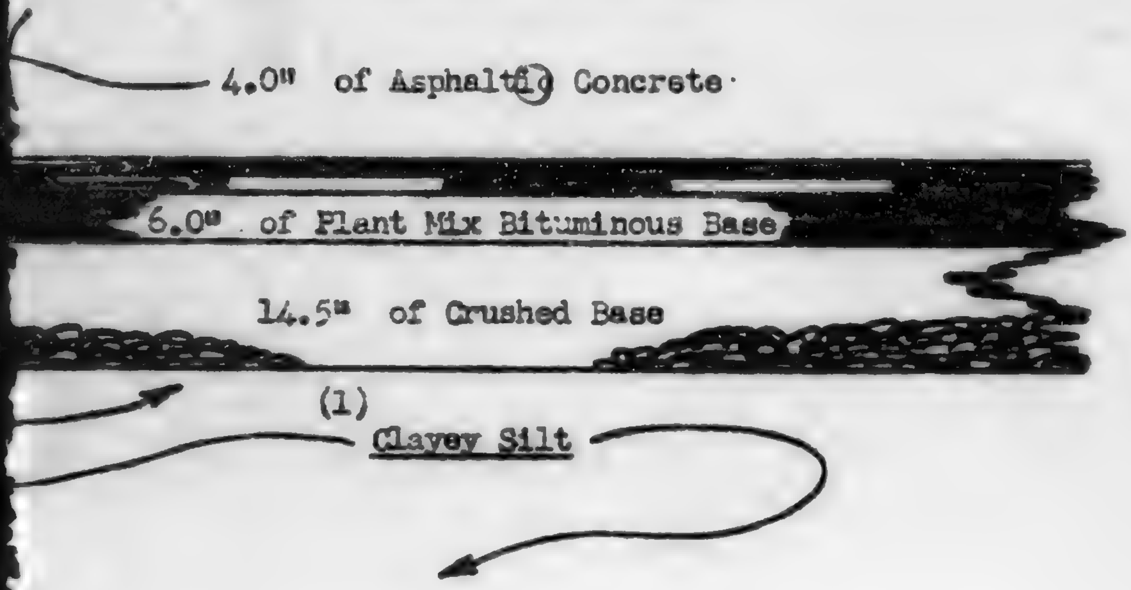
Page 1 of ___ Pages

Highway Old Oregon Trail (FAR 1) County Baker Prefix 601-1903

Approx. Length 21+ Miles. Sta. 1190+ thru Eq. to Sta. 118+ Date 7-5-68

oefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)
Frost Penetration 36" - 48" +.

Station 1190± - 1795±
& 2261 thru Eq. - 118+



4.0" of Asphaltic Concrete

6.0" of Plant Mix Bituminous Base

14.5" of Crushed Base

(1)
Clayey Silt

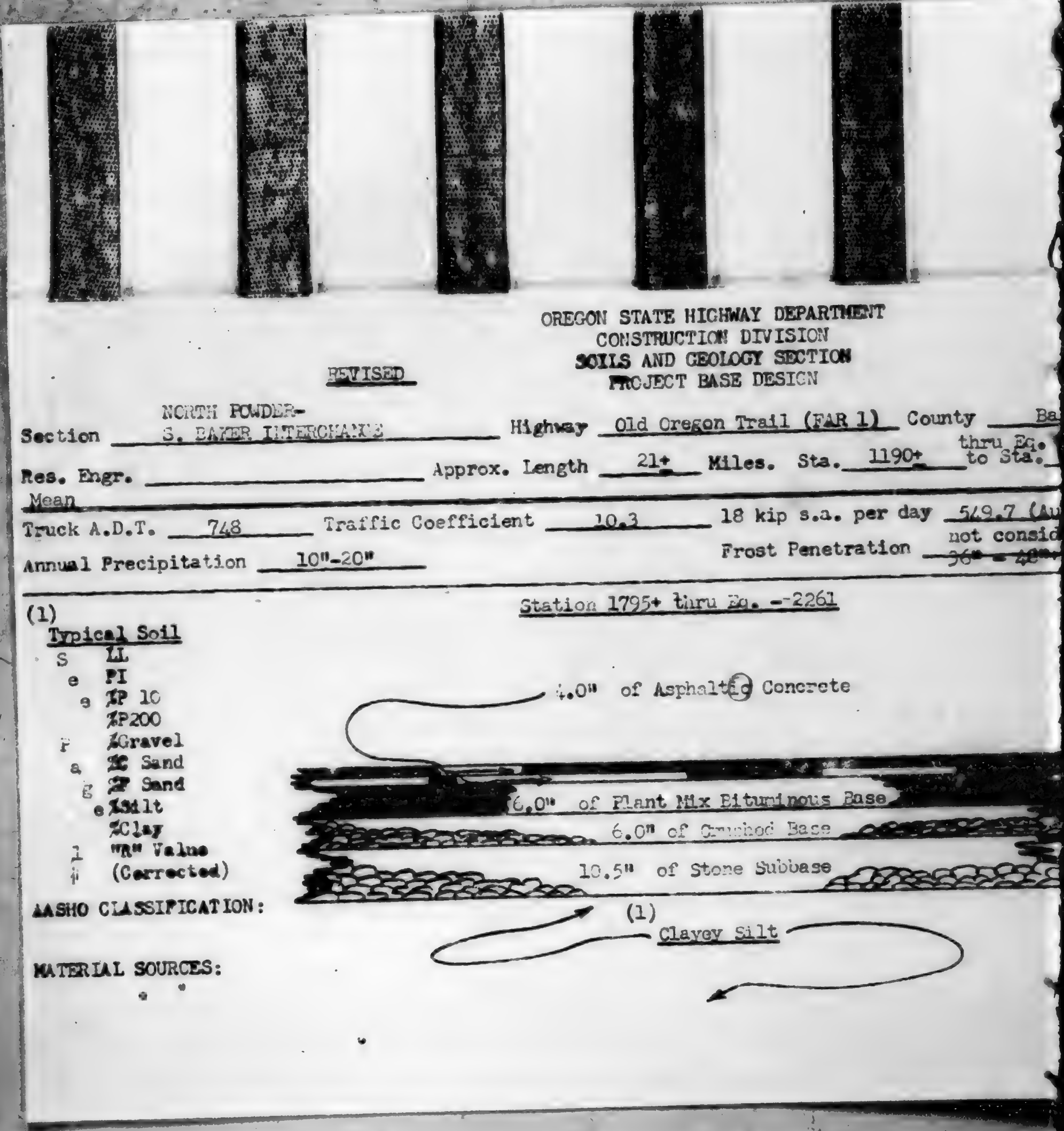
| CBE Total Req. | Credit | Actual Thick. | |
|---|---|---|---|
| | 8.0 | 4.0 | A.C. |
| | 11.0 | 6.0 | P.M.B.B. |
| | 14.5 | 14.5 | Cr. Base |
| 33.5 | 33.5 | 24.5 | |

Submitted by C. J. Gregg
for Staff Assistant

Recommended by J. E. Wilson
Act. Engineer of Materials

Recommended by D. L. Decker
Asst Construction Engineer

Approved by
Asst. State Highway Engineer



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section NORTH POWDER- S. BAKER INTERCHANGE Highway Old Oregon Trail (FAR 1) County Ba

Res. Engr. ______ Approx. Length 21± Miles. Sta. 1190+ thru Eq. to Sta.

Mean Truck A.D.T. 748 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Au

Annual Precipitation 10"-20" Frost Penetration not consid ~~36" - 48"~~

Station 1795+ thru Eq. --2261

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value
4 (Corrected)

4.0" of Asphaltic Concrete

6.0" of Plant Mix Bituminous Base

6.0" of Crushed Base

10.5" of Stone Subbase

AASHO CLASSIFICATION:

(1)
Clayey Silt

MATERIAL SOURCES:

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

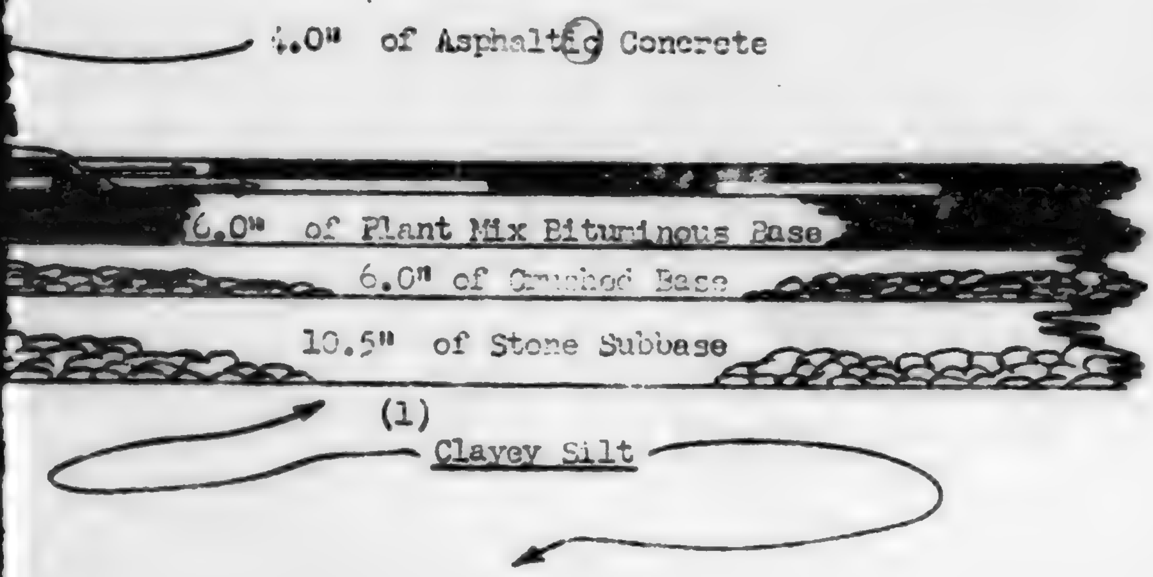
Highway Old Oregon Trail (FAR 1) County Baker Prefix 601-1903

Approx. Length 21+ Miles. Sta. 1190+ thru Eq. to Sta. 118+ Date 7-5-68

Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)

Frost Penetration 36" – 48"+.

Station 1795+ thru Eq. --2261


4.0" of Asphaltic Concrete
6.0" of Plant Mix Bituminous Base
6.0" of Crushed Base
10.5" of Stone Subbase
(1)
Clayey Silt

| CBE Total Req. | Credit | Actual Thick. | |
|---|---|---|---|
| | 8.0 | 4.0 | A.C. |
| | 11.0 | 6.0 | P.M.B.B. |
| | 6.0 | 6.0 | Cr. Base |
| | 8.5 | 10.5 | S. |
| 33.5 | 33.5 | 26.5 | |

NORTH POWDER-S. BAKER INTERCHANGE
Old Oregon Trail Highway
Baker County

## "OTHER ROADS"

| Traffic Coefficient | A.C. Wearing Surface | P.M.B.B. | Crushed Base | Stone Subbase | "CBE" Total Requirement | Actual Thickness |
|---|---|---|---|---|---|---|

Where Asphaltic Concrete or Oil Mats are used as the wearing course, the following *"TOTAL SURFACING DEPTHS" are recommended:

| | |
|---|---|
| North Powder Interchange | 18.0" |
| All other Legs, Ramps, and Roads | 24.0" |

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals. ) = 0.8" Crushed Base

Note: Revision required to update traffic from 1964 to 1968.

*Based on approximately 1/2 the depth of frost penetration.

# TRAFFIC ANALYSIS

SECTION: North Powder-S. Baker Interchange

HIGHWAY: Old Oregon Trail

COUNTY: Baker

2400 Present ADT ( 1968 )

22 Percent Trucks

| AXLES | TWO WAY TRUCK ADT | EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ONE WAY EWL | AVERAGE ANNUAL EWL |
|---|---|---|---|---|---|---|
| 2 | 84 | 1.83 | 154 | 119 | 450 | 53,550 |
| 3 | 51 | 1.83 | 93 | 72 | 1000 | 72,000 |
| 4 | 43 | 1.83 | 79 | 61 | 1250 | 76,250 |
| 5 | 341 | 1.83 | 624 | 483 | 3180 | 1,535,940 |
| 6 | 9 | 1.83 | 17 | 13 | 2570 | 33,410 |
| | | | | 748 | TOTAL | |

TOTAL AVERAGE ANNUAL DESIGN EWL 1,771,150

TWENTY YEAR EWL 35,423,000

TRAFFIC COEFFICIENT 10.3

SECTION: NORTH POWDER-S. BAKER INTERCHANGE

HIGHWAY: Old Oregon Trail

COUNTY: Baker

## PAVEMENT TYPE SELECTION

### Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
Remarks: ______

5. Cost Comparisons: See remarks

### Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

1. Construction Consideration: See remarks

2. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration

3. Traffic Safety: Not a problem

4. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See attached sheet.

NORTH POWDER-S. BAKER INTERCHANGE
Old Oregon Trail Highway
Baker County

An estimate of costs between comparable sections of Asphaltic Concrete and Continuously Reinforced P.C.C. for this project is shown below. The A.C. section CBE Requirements exceed the total thickness required by frost penetration. The C.R.P.C.C. section has been increased to equal approximately 1/2 the frost depth.

| A.C. | | C.R.P.C.C. | |
|---|---|---|---|
| 4.0" | A.C. | 8.0" | C.R.P.C.C. |
| 6.0" | P.M.B.B. | 2.0" | Level |
| 14.5" | Cr. Base | 14.0" | Cr. Base |
| 24.5" | | 24.0" | |

| | A.C. | C.R.P.C.C. |
|---|---|---|
| Costs per 4 lane mile | $278,000 | $287,000 |

A.C. has been selected from an economic standpoint.

Page ______

# TRAFFIC ANALYSIS

SECTION: Baldock Slough-S. Baker Inter.

HIGHWAY: Old Oregon Trail #6

COUNTY: Baker

4200 Present ADT (1978 )

37 Percent Trucks

| AXLES | TWO WAY TRUCK ADT 1978 | Ten Year EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ONE WAY EWL | AVERAGE ANNUAL EWL |
|---|---|---|---|---|---|---|
| 2 | 115 | 1.45 | 167 | 141 | 425 | 59,925 |
| 3 | 80 | 1.45 | 116 | 98 | 1400 | 137,200 |
| 4 | 50 | 1.45 | 73 | 62 | 1850 | 114,700 |
| 5 | 1205 | 1.45 | 1747 | 1476 | 3650 | 5,387,400 |
| 6 | 65 | 1.45 | 94 | 80 | 3900 | 312,000 |
| | | | | 1857 | TOTAL | |

TOTAL AVERAGE ANNUAL DESIGN EWL 6,011,225

TEN YEAR EWL
(Remainder of Design Period) 60,112,250

1978-1988 TRAFFIC COEFFICIENT 11.0

# TRAFFIC ANALYSIS

SECTION: Baldock Slough-S. Baker Inter.
HIGHWAY: Old Oregon Trail #6
COUNTY: Baker

4200 Present ADT (1978 )

37 Percent Trucks

| *AXLES* | *TWO WAY TRUCK ADT* 1978 | Ten Year *EXPANSION FACTOR* | *TOTAL TADT* | *MEAN TADT* | *ANNUAL ONE WAY 18 kip s.a.* | *AVERAGE ANNUAL 18 kip s.a.* |
|---|---|---|---|---|---|---|
| 2 | 115 | 1.45 | 167 | 141 | 36.5 | 5,146.5 |
| 3 | 80 | 1.45 | 116 | 98 | 119.5 | 11,711.0 |
| 4 | 50 | 1.45 | 73 | 62 | 157.0 | 9,734.0 |
| 5 | 1205 | 1.45 | 1747 | 1476 | 296.0 | 436,896.0 |
| 6 | 65 | 1.45 | 94 | 80 | 325.0 | 26,000.0 |
|  |  |  |  | 1857 TOTAL |  |  |

18 kip s.a./day 1,341.1
(Remainder of Design Period)
1978-1988 TOTAL AVERAGE ANNUAL 18 kip s.a. 489,487.5
TEN YEAR 18 kip s.a. 4,894,875
RATIO

# TRAFFIC ANALYSIS

SECTION: Baldock Slough-S. Baker Inter.

HIGHWAY: Old Oregon Trail

COUNTY: Baker

4200 Present ADT (1978)

37 Percent Trucks

| AXLES | TWO WAY TRUCK ADT | EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ANNUAL ONE WAY 18 kip s.a. | AVERAGE ANNUAL 18 kip s.a. |
|---|---|---|---|---|---|---|
| 2 | 115 | 1.9 | 219 | 167 | 36.5 | 6,095.5 |
| 3 | 80 | 1.9 | 152 | 116 | 119.5 | 13,862.0 |
| 4 | 50 | 1.9 | 95 | 73 | 157.0 | 11,461.0 |
| 5 | 1205 | 1.9 | 2290 | 1748 | 296.0 | 517,408.0 |
| 6 | 65 | 1.9 | 124 | 95 | 325.0 | 30,875.0 |
| | | | | 2199 | TOTAL | |

18 kip s.a./day 1,588.2

TOTAL AVERAGE ANNUAL 18 kip s.a. 579,701.5

TWENTY YEAR 18 kip s.a. 11,594,030

RATIO

# TRAFFIC ANALYSIS

SECTION: Baldock Slough-S. Baker Inter.

HIGHWAY: Old Oregon Trail

COUNTY: Baker

4200 Present ADT (1978 )

37 Percent Trucks

| AXLES | TWO WAY TRUCK ADT | EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ONE WAY EWL | AVERAGE ANNUAL EWL |
|---|---|---|---|---|---|---|
| 2 | 115 | 1.9 | 219 | 167 | 425 | 70,975 |
| 3 | 80 | 1.9 | 152 | 116 | 1400 | 162,400 |
| 4 | 50 | 1.9 | 95 | 73 | 1850 | 135,050 |
| 5 | 1205 | 1.9 | 2290 | 1748 | 3650 | 6,380,200 |
| 6 | 65 | 1.9 | 124 | 95 | 3900 | 370,500 |
|  |  |  |  | 2199 | TOTAL |  |

TOTAL AVERAGE ANNUAL DESIGN EWL 7,119,125

TWENTY YEAR EWL 142,382,500

TRAFFIC COEFFICIENT 12.1

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 306.00 W.B. | | 0.013 |
| | 0.009 | |
| | 0.010 | |
| | | 0.009 |
| | 0.008 | |
| | 0.010 | |
| | | 0.011 |
| | 0.010 | |
| | 0.010 | |
| | | 0.010 |
| | 0.009 | |
| | 0.010 | |
| | | 0.009 |
| | 0.008 | |
| | 0.017 | |
| | | 0.013 |
| | 0.013 | |
| | 0.012 | |
| | | 0.011 |
| | 0.010 | |
| | 0.011 | |
| 305.00 W.B. | | 0.011 |
| | 0.009 | |
| | 0.015 | |
| | | 0.012 |
| | 0.016 | |
| | 0.012 | |
| | | 0.010 |
| | 0.010 | |
| | 0.014 | |
| | | 0.014 |
| | 0.010 | |
| | 0.012 | |
| | | 0.011 |
| | 0.016 | |
| | 0.012 | |
| | | 0.011 |
| | 0.008 | |
| | 0.010 | |
| | | 0.010 |
| | 0.010 | |
| | 0.006 | |

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 305.00 E.B. | | 0.009 |
| | 0.010 | |
| | 0.009 | |
| | | 0.007 |
| | 0.010 | |
| | 0.007 | |
| | | 0.012 |
| | 0.012 | |
| | 0.010 | |
| | | 0.012 |
| | 0.012 | |
| | 0.011 | |
| | | 0.009 |
| | 0.006 | |
| | 0.007 | |
| | | 0.011 |
| | 0.012 | |
| | 0.011 | |
| | | 0.010 |
| | 0.012 | |
| | 0.011 | |
| 304.00 W.B. | | 0.013 |
| | 0.016 | |
| | 0.009 | |
| | | 0.009 |
| | 0.006 | |
| | 0.013 | |
| | | 0.009 |
| | 0.013 | |
| | 0.013 | |
| | | 0.010 |
| | 0.011 | |
| | 0.011 | |
| | | 0.006 |
| | 0.013 | |
| | 0.011 | |
| | | 0.007 |
| | 0.011 | |
| | 0.009 | |
| | | 0.010 |
| | 0.014 | |
| | 0.013 | |

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 304.00 E.B. | | 0.015 |
| | 0.016 | |
| | 0.011 | |
| | | 0.014 |
| | 0.011 | |
| | 0.011 | |
| | | 0.010 |
| | 0.011 | |
| | 0.009 | |
| | | 0.011 |
| | 0.016 | |
| | 0.016 | |
| | | 0.016 |
| | 0.011 | |
| | 0.011 | |
| | | 0.011 |
| | 0.011 | |
| | 0.014 | |
| | | 0.010 |
| | 0.011 | |
| | 0.016 | |
| 303.00 E.B. | | 0.015 |
| | 0.014 | |
| | 0.014 | |
| | | 0.015 |
| | 0.017 | |
| | 0.017 | |
| | | 0.016 |
| | 0.017 | |
| | 0.018 | |
| | | 0.010 |
| | 0.015 | |
| | 0.012 | |
| | | 0.012 |
| | 0.016 | |
| | 0.015 | |
| | | 0.015 |
| | 0.017 | |
| | 0.015 | |
| | | 0.015 |
| | 0.017 | |
| | 0.015 | |

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

**OUTSIDE LANE**

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 302.90 W.B. | | 0.005 |
| | 0.013 | |
| | 0.005 | |
| | | 0.004 |
| | 0.006 | |
| | 0.014 | |
| | | 0.013 |
| | 0.014 | |
| | 0.016 | |
| | | 0.010 |
| | 0.014 | |
| | 0.012 | |
| | | 0.010 |
| | 0.014 | |
| | 0.012 | |
| | | 0.010 |
| | 0.010 | |
| | 0.013 | |
| | | 0.009 |
| | 0.009 | |
| | 0.012 | |

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

## INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 305.80 W.B. | | 0.010 |
| | 0.008 | |
| | 0.008 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |
| | | 0.011 |
| | 0.010 | |
| | 0.010 | |
| | | 0.008 |
| | 0.008 | |
| | 0.010 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |
| | | 0.010 |
| | 0.012 | |
| | 0.013 | |
| | | 0.010 |
| | 0.011 | |
| | 0.014 | |
| 304.79 W.B. | | 0.008 |
| | 0.008 | |
| | 0.008 | |
| | | 0.006 |
| | 0.008 | |
| | 0.008 | |
| | | 0.008 |
| | 0.006 | |
| | 0.009 | |
| | | 0.005 |
| | 0.005 | |
| | 0.008 | |
| | | 0.008 |
| | 0.008 | |
| | 0.008 | |
| | | 0.008 |
| | 0.009 | |
| | 0.005 | |
| | | 0.008 |
| | 0.008 | |
| | 0.008 | |

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

## INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 304.26 E.B. | | 0.010 |
| | 0.011 | |
| | 0.011 | |
| | | 0.007 |
| | 0.011 | |
| | 0.011 | |
| | | 0.009 |
| | 0.009 | |
| | 0.009 | |
| | | 0.009 |
| | 0.009 | |
| | 0.009 | |
| | | 0.007 |
| | 0.006 | |
| | 0.007 | |
| | | 0.009 |
| | 0.009 | |
| | 0.009 | |
| | | 0.009 |
| | 0.009 | |
| | 0.011 | |
| 303.83 W.B. | | 0.006 |
| | 0.006 | |
| | 0.011 | |
| | | 0.010 |
| | 0.004 | |
| | 0.010 | |
| | | 0.010 |
| | 0.009 | |
| | 0.009 | |
| | | 0.010 |
| | 0.009 | |
| | 0.011 | |
| | | 0.009 |
| | 0.005 | |
| | 0.005 | |
| | | 0.005 |
| | 0.007 | |
| | 0.009 | |
| | | 0.006 |
| | 0.004 | |
| | 0.007 | |

Richland Int.-S. Baker Int.
Old Oregon Trail Hwy. #6
Baker County

## INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 303.20 E.B. | | 0.007 |
| | 0.012 | |
| | 0.011 | |
| | | 0.007 |
| | 0.012 | |
| | 0.009 | |
| | | 0.010 |
| | 0.012 | |
| | 0.010 | |
| | | 0.010 |
| | 0.012 | |
| | 0.012 | |
| | | 0.012 |
| | 0.010 | |
| | 0.011 | |
| | | 0.007 |
| | 0.012 | |
| | 0.011 | |
| | | 0.009 |
| | 0.014 | |
| | 0.011 | |
| 302.71 W.B. | | 0.010 |
| | 0.006 | |
| | 0.013 | |
| | | 0.009 |
| | 0.009 | |
| | 0.010 | |
| | | 0.010 |
| | 0.013 | |
| | 0.010 | |
| | | 0.010 |
| | 0.009 | |
| | 0.013 | |
| | | 0.009 |
| | 0.009 | |
| | 0.010 | |
| | | 0.010 |
| | 0.010 | |
| | 0.007 | |
| | | 0.009 |
| | 0.009 | |
| | 0.009 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 302.00 W.B. | | 0.011 |
| | 0.017 | |
| | 0.018 | |
| | | 0.014 |
| | 0.016 | |
| | 0.015 | |
| | | 0.010 |
| | 0.014 | |
| | 0.017 | |
| | | 0.011 |
| | 0.017 | |
| | 0.015 | |
| | | 0.014 |
| | 0.018 | |
| | 0.018 | |
| | | 0.015 |
| | 0.015 | |
| | 0.015 | |
| | | 0.011 |
| | 0.017 | |
| | 0.017 | |
| 302.00 E.B. | | 0.017 |
| | 0.017 | |
| | 0.014 | |
| | | 0.012 |
| | 0.012 | |
| | 0.013 | |
| | | 0.011 |
| | 0.016 | |
| | 0.016 | |
| | | 0.013 |
| | 0.016 | |
| | 0.014 | |
| | | 0.016 |
| | 0.016 | |
| | 0.013 | |
| | | 0.010 |
| | 0.014 | |
| | 0.018 | |
| | | 0.010 |
| | 0.018 | |
| | 0.014 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 301.50 W.B. | | 0.015 |
| | 0.020 | |
| | 0.016 | |
| | | 0.015 |
| | 0.015 | |
| | 0.014 | |
| | | 0.012 |
| | 0.016 | |
| | 0.015 | |
| | | 0.011 |
| | 0.016 | |
| | 0.016 | |
| | | 0.017 |
| | 0.017 | |
| | 0.017 | |
| | | 0.014 |
| | 0.017 | |
| | 0.021 | |
| | | 0.017 |
| | 0.015 | |
| | 0.015 | |
| 301.00 W.B. | | 0.011 |
| | 0.018 | |
| | 0.018 | |
| | | 0.019 |
| | 0.019 | |
| | 0.011 | |
| | | 0.014 |
| | 0.015 | |
| | 0.017 | |
| | | 0.014 |
| | 0.018 | |
| | 0.018 | |
| | | 0.014 |
| | 0.014 | |
| | 0.014 | |
| | | 0.015 |
| | 0.019 | |
| | 0.018 | |
| | | 0.014 |
| | 0.019 | |
| | 0.018 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 301.00 E.B. | | 0.020 |
| | 0.015 | |
| | 0.018 | |
| | | 0.014 |
| | 0.017 | |
| | 0.017 | |
| | | 0.010 |
| | 0.017 | |
| | 0.015 | |
| | | 0.012 |
| | 0.015 | |
| | 0.015 | |
| | | 0.015 |
| | 0.012 | |
| | 0.017 | |
| | | 0.010 |
| | 0.017 | |
| | 0.015 | |
| | | 0.015 |
| | 0.017 | |
| | 0.017 | |
| 300.50 W.B. | | 0.012 |
| | 0.019 | |
| | 0.020 | |
| | | 0.017 |
| | 0.018 | |
| | 0.020 | |
| | | 0.017 |
| | 0.022 | |
| | 0.019 | |
| | | 0.017 |
| | 0.021 | |
| | 0.020 | |
| | | 0.017 |
| | 0.014 | |
| | 0.019 | |
| | | 0.017 |
| | 0.018 | |
| | 0.017 | |
| | | 0.017 |
| | 0.019 | |
| | 0.017 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 300.00 W.B. | | 0.017 |
| | 0.015 | |
| | 0.017 | |
| | | 0.015 |
| | 0.017 | |
| | 0.019 | |
| | | 0.019 |
| | 0.018 | |
| | 0.018 | |
| | | 0.018 |
| | 0.018 | |
| | 0.022 | |
| | | 0.015 |
| | 0.020 | |
| | 0.018 | |
| | | 0.015 |
| | 0.018 | |
| | 0.015 | |
| | | 0.014 |
| | 0.015 | |
| | 0.020 | |
| 300.00 E.B. | | 0.013 |
| | 0.012 | |
| | 0.016 | |
| | | 0.012 |
| | 0.017 | |
| | 0.015 | |
| | | 0.016 |
| | 0.018 | |
| | 0.015 | |
| | | 0.015 |
| | 0.016 | |
| | 0.009 | |
| | | 0.015 |
| | 0.011 | |
| | 0.016 | |
| | | 0.013 |
| | 0.017 | |
| | 0.016 | |
| | | 0.016 |
| | 0.016 | |
| | 0.018 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 299.00 W.B. | | 0.012 |
| | 0.012 | |
| | 0.014 | |
| | | 0.011 |
| | 0.014 | |
| | 0.014 | |
| | | 0.011 |
| | 0.011 | |
| | 0.012 | |
| | | 0.012 |
| | 0.012 | |
| | 0.013 | |
| | | 0.013 |
| | 0.012 | |
| | 0.014 | |
| | | 0.012 |
| | 0.015 | |
| | 0.013 | |
| | | 0.014 |
| | 0.013 | |
| | 0.012 | |
| 299.00 E.B. | | 0.012 |
| | 0.010 | |
| | 0.012 | |
| | | 0.011 |
| | 0.011 | |
| | 0.010 | |
| | | 0.011 |
| | 0.010 | |
| | 0.012 | |
| | | 0.013 |
| | 0.012 | |
| | 0.013 | |
| | | 0.011 |
| | 0.013 | |
| | 0.015 | |
| | | 0.015 |
| | 0.015 | |
| | 0.013 | |
| | | 0.016 |
| | 0.015 | |
| | 0.013 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 298.00 W.B. | | 0.014 |
| | 0.016 | |
| | 0.016 | |
| | | 0.013 |
| | 0.013 | |
| | 0.014 | |
| | | 0.010 |
| | 0.011 | |
| | 0.015 | |
| | | 0.010 |
| | 0.010 | |
| | 0.015 | |
| | | 0.013 |
| | 0.016 | |
| | 0.015 | |
| | | 0.013 |
| | 0.011 | |
| | 0.015 | |
| | | 0.015 |
| | 0.014 | |
| | 0.011 | |
| 298.00 E.B. | | 0.013 |
| | 0.013 | |
| | 0.016 | |
| | | 0.018 |
| | 0.017 | |
| | 0.017 | |
| | | 0.013 |
| | 0.015 | |
| | 0.015 | |
| | | 0.015 |
| | 0.015 | |
| | 0.015 | |
| | | 0.015 |
| | 0.016 | |
| | 0.015 | |
| | | 0.015 |
| | 0.017 | |
| | 0.015 | |
| | | 0.015 |
| | 0.016 | |
| | 0.015 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## OUTSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 297.15 E.B. | | 0.013 |
| | 0.016 | |
| | 0.018 | |
| | | 0.016 |
| | 0.015 | |
| | 0.015 | |
| | | 0.016 |
| | 0.016 | |
| | 0.012 | |
| | | 0.015 |
| | 0.013 | |
| | 0.015 | |
| | | 0.015 |
| | 0.013 | |
| | 0.013 | |
| | | 0.016 |
| | 0.018 | |
| | 0.015 | |
| | | 0.016 |
| | 0.017 | |
| | 0.019 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| | | 0.011 |
| 301.80 W.B. | 0.011 | |
| | 0.011 | |
| | | 0.007 |
| | 0.011 | |
| | 0.011 | |
| | | 0.009 |
| | 0.014 | |
| | 0.012 | |
| | | 0.011 |
| | 0.016 | |
| | 0.012 | |
| | | 0.011 |
| | 0.011 | |
| | 0.015 | |
| | | 0.015 |
| | 0.015 | |
| | 0.014 | |
| | | 0.012 |
| | 0.015 | |
| | 0.011 | |
| | | 0.010 |
| 301.20 E.B. | 0.011 | |
| | 0.015 | |
| | | 0.010 |
| | 0.010 | |
| | 0.012 | |
| | | 0.010 |
| | 0.009 | |
| | 0.012 | |
| | | 0.010 |
| | 0.010 | |
| | 0.015 | |
| | | 0.010 |
| | 0.012 | |
| | 0.010 | |
| | | 0.010 |
| | 0.010 | |
| | 0.015 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| | | 0.007 |
| 300.78 W.B. | | |
| | 0.011 | |
| | 0.012 | |
| | | 0.009 |
| | 0.013 | |
| | 0.014 | |
| | | 0.011 |
| | 0.020 | |
| | 0.011 | |
| | | 0.009 |
| | 0.014 | |
| | 0.017 | |
| | | 0.009 |
| | 0.014 | |
| | 0.014 | |
| | | 0.012 |
| | 0.014 | |
| | 0.014 | |
| | | 0.009 |
| | 0.014 | |
| | 0.013 | |
| | | 0.011 |
| 300.20 E.B. | | |
| | 0.011 | |
| | 0.011 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |
| | | 0.008 |
| | 0.010 | |
| | 0.010 | |
| | | 0.008 |
| | 0.010 | |
| | 0.009 | |
| | | 0.006 |
| | 0.008 | |
| | 0.009 | |
| | | 0.008 |
| | 0.010 | |
| | 0.010 | |
| | | 0.008 |
| | 0.009 | |
| | 0.009 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 299.80 W.B. | | 0.008 |
| | 0.011 | |
| | 0.011 | |
| | | 0.007 |
| | 0.011 | |
| | 0.011 | |
| | | 0.011 |
| | 0.011 | |
| | 0.011 | |
| | | 0.008 |
| | 0.011 | |
| | 0.011 | |
| | | 0.008 |
| | 0.011 | |
| | 0.013 | |
| | | 0.008 |
| | 0.011 | |
| | 0.011 | |
| | | 0.008 |
| | 0.015 | |
| | 0.012 | |
| 299.20 E.B. | | 0.011 |
| | 0.009 | |
| | 0.011 | |
| | | 0.011 |
| | 0.011 | |
| | 0.011 | |
| | | 0.011 |
| | 0.011 | |
| | 0.011 | |
| | | 0.011 |
| | 0.011 | |
| | 0.011 | |
| | | 0.012 |
| | 0.011 | |
| | 0.011 | |
| | | 0.011 |
| | 0.011 | |
| | 0.011 | |
| | | 0.009 |
| | 0.011 | |
| | 0.012 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| | | 0.008 |
| 298.80 W.B. | | |
| | 0.009 | |
| | 0.012 | |
| | | 0.009 |
| | 0.014 | |
| | 0.012 | |
| | | 0.007 |
| | 0.009 | |
| | 0.011 | |
| | | 0.009 |
| | 0.011 | |
| | 0.009 | |
| | | 0.008 |
| | 0.009 | |
| | 0.012 | |
| | | 0.013 |
| | 0.018 | |
| | 0.014 | |
| | | 0.011 |
| | 0.012 | |
| | 0.012 | |
| | | 0.012 |
| 298.20 E.B. | | |
| | 0.009 | |
| | 0.010 | |
| | | 0.010 |
| | 0.009 | |
| | 0.009 | |
| | | 0.010 |
| | 0.009 | |
| | 0.010 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |
| | | 0.010 |
| | 0.015 | |
| | 0.010 | |
| | | 0.011 |
| | 0.010 | |
| | 0.011 | |
| | | 0.012 |
| | 0.010 | |
| | 0.011 | |

Baldock Slough-Richland Int.
Old Oregon Trail Hwy. #6
Baker County

## INSIDE LANE

| Mile Point | O.W.T. | I.W.T. |
|---|---|---|
| 297.80 W.B. | | 0.008 |
| | 0.010 | |
| | 0.010 | |
| | | 0.009 |
| | 0.010 | |
| | 0.009 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |
| | | 0.009 |
| | 0.015 | |
| | 0.011 | |
| | | 0.010 |
| | 0.010 | |
| | 0.010 | |
| | | 0.010 |
| | 0.009 | |
| | 0.010 | |
| | | 0.010 |
| | 0.010 | |
| | 0.009 | |
| 297.35 E.B. | | 0.012 |
| | 0.011 | |
| | 0.013 | |
| | | 0.009 |
| | 0.011 | |
| | 0.013 | |
| | | 0.011 |
| | 0.009 | |
| | 0.010 | |
| | | 0.009 |
| | 0.012 | |
| | 0.011 | |
| | | 0.009 |
| | 0.009 | |
| | 0.011 | |
| | | 0.010 |
| | 0.011 | |
| | 0.011 | |
| | | 0.010 |
| | 0.010 | |
| | 0.009 | |

# TRAFFIC ANALYSIS

SECTION: Ramps S. Baker Interchange

HIGHWAY: Old Oregon Trail #6

COUNTY: Baker

__________ Present ADT (19 )

__________ Percent Trucks

| *AXLES* | *TWO WAY TRUCK ADT* | *EXPANSION FACTOR* | *TOTAL TADT* | *MEAN TADT* | *ONE WAY EWL* | *AVERAGE ANNUAL EWL* |
|---|---|---|---|---|---|---|
| 2 | 90 | 1.8 | 162 | 126 | 425 | 53,550 |
| 3 | 15 | 1.8 | 27 | 21 | 1400 | 29,400 |
| 4 | 3 | 1.8 | 5 | 4 | 1850 | 7,400 |
| 5 | 57 | 1.8 | 103 | 80 | 3650 | 292,000 |
| 6 | 5 | 1.8 | 9 | 7 | 3900 | 27,300 |
| | | | | 238 TOTAL | | |

TOTAL AVERAGE ANNUAL DESIGN EWL 409,650

TWENTY YEAR EWL 8,193,000

TRAFFIC COEFFICIENT 8.6

## TRAFFIC ANALYSIS

SECTION: Ramps S. Baker Interchange

HIGHWAY: Old Oregon Trail #6

COUNTY: Baker

______ Present ADT (19 )

______ Percent Trucks

| AXLES | TWO WAY TRUCK ADT | EXPANSION FACTOR | TOTAL TADT | MEAN TADT | ANNUAL ONE WAY 18 kip s.a. | AVERAGE ANNUAL 18 kip s.a. |
|---|---|---|---|---|---|---|
| 2 | 90 | 1.8 | 162 | 252 | 36.5 | 9,198 |
| 3 | 15 | 1.8 | 27 | 42 | 119.5 | 5,019 |
| 4 | 3 | 1.8 | 5.4 | 8.4 | 157.0 | 13,188 |
| 5 | 57 | 1.8 | 102.6 | 159.6 | 296.0 | 47,242 |
| 6 | 5 | 1.8 | 9 | 14 | 325.0 | 4,550 |
|  |  |  |  | 476 | TOTAL |  |

18 kip s.a./day 217

TOTAL AVERAGE ANNUAL 18 kip s.a. 79,197

TWENTY YEAR 18 kip s.a. 158,394

RATIO ______

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"A" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "A" Line | | 0.018 |
| | 0.017 | |
| | 0.015 | |
| | | 0.015 |
| | 0.012 | |
| | 0.013 | |
| | | 0.013 |
| | 0.015 | |
| | 0.013 | |
| | | 0.013 |
| | 0.017 | |
| | 0.017 | |
| | | 0.013 |
| | 0.017 | |
| | 0.013 | |
| | | 0.018 |
| | 0.019 | |
| | | 0.011 |
| | | 0.013 |
| | 0.012 | |
| | 0.017 | |

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"A" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "A" Line | | 0.017 |
| | 0.012 | |
| | 0.012 | |
| | | 0.017 |
| | 0.014 | |
| | 0.012 | |
| | | 0.017 |
| | 0.009 | |
| | 0.013 | |
| | | 0.013 |
| | 0.014 | |
| | 0.014 | |
| | | 0.013 |
| | 0.008 | |
| | 0.012 | |
| | | 0.009 |
| | 0.011 | |
| | 0.013 | |
| | | 0.013 |
| | 0.016 | |
| | 0.015 | |

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"A" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "A" Line | | 0.011 |
| | 0.010 | |
| | 0.013 | |
| | | 0.012 |
| | 0.015 | |
| | 0.016 | |
| | | 0.015 |
| | 0.019 | |
| | 0.017 | |
| | | 0.016 |
| | 0.020 | |
| | 0.016 | |
| | | 0.015 |
| | 0.016 | |
| | 0.015 | |
| | | 0.015 |
| | 0.019 | |
| | 0.013 | |
| | | 0.013 |
| | 0.011 | |
| | 0.012 | |

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"B" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "B" Line | | 0.014 |
| | 0.009 | |
| | 0.016 | |
| | | 0.011 |
| | 0.014 | |
| | 0.015 | |
| | | 0.012 |
| | 0.015 | |
| | 0.017 | |
| | | 0.012 |
| | 0.015 | |
| | 0.012 | |
| | | 0.015 |
| | 0.013 | |
| | 0.014 | |
| | | 0.010 |
| | 0.018 | |
| | 0.019 | |
| | | 0.011 |
| | 0.015 | |
| | 0.015 | |

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"C" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "C" Line | | 0.009 |
| | 0.017 | |
| | 0.017 | |
| | | 0.013 |
| | 0.013 | |
| | 0.017 | |
| | | 0.017 |
| | 0.017 | |
| | 0.019 | |
| | | 0.018 |
| | 0.024 | |
| | 0.020 | |
| | | 0.012 |
| | 0.020 | |
| | 0.018 | |
| | | 0.015 |
| | 0.018 | |
| | 0.018 | |
| | | 0.012 |
| | 0.016 | |
| | 0.016 | |

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"D" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "D" Line | | 0.012 |
| | 0.016 | |
| | 0.017 | |
| | | 0.012 |
| | 0.020 | |
| | 0.010 | |
| | | 0.015 |
| | 0.012 | |
| | 0.026 | |
| | | 0.015 |
| | 0.020 | |
| | 0.015 | |
| | | 0.011 |
| | 0.012 | |
| | 0.012 | |
| | | 0.011 |

S. Baker Interchange
Old Oregon Trail Highway #6
Baker County

"E" Line

| Station | O.W.T. | I.W.T. |
|---|---|---|
| "E" Line | | 0.016 |
| | 0.027 | |
| | 0.017 | |
| | | 0.019 |
| | 0.021 | |
| | 0.016 | |
| | | 0.015 |
| | 0.031 | |
| | 0.022 | |
| | | 0.023 |
| | 0.030 | |
| | 0.028 | |
| | | 0.013 |

Page 1 of 4

Form 61-734-3089

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

BITUMINOUS Cut Sample Set No. 1

Laboratory No. 77- 17521
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge $848.00

Project Baldock Slough-S. Baker Intchge. Lift 1
Highway Old Oregon Trail
Contractor 1971-2 Paving- Richland Int. - S. Baker Int. No. 7539
Date received 12-21-77
Submitted by C. J. Gregg
Date reported 1-25-78
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 1
To be used
Sampled or inspected by R. Forrester
Quantity represented

Test results from Cut Sample, Single Lift of 2.2 inches.

Gradation: P 1" - P 3/8" - 80 P #40 - 14
P 3/4" - 100 P 1/4" - 60 P #200 - 6.2
P 1/2" - 91 P#10 - 30 Asphalt Content - 4.8
Moisture content at time of extraction - 0.44 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp | 2nd Comp |
|---|---|---|
| Bulk Specific Gravity | 2.32 | 2.38 |
| Hveem "S" Value | 50 | 72 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | — | 3.3 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 18
Kinematic Viscosity @ 275° F. - 2501
Absolute Viscosity @ 140° F. - 120,590

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.06 |
| 3/8-4 | 0.08 |
| 4-16 | 0.01 |

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☒ Files
X V. Moore
X C.J. Gregg
X Wilson

For design #984985 with job mix production tolerances: 1. gradation and asphalt content satisfactory. 2. stability and void content is at a satisfactory level.*3. asphalt recovered from mix is of a harder consistency than expected for a five year old pavement with 60-70 grade. 4. Percentage of friable particles contained in aggregate is not at an excessive level. *5. Mix design indicates that index of retained strength for mix with 4.8% 60-70 grade asphalt is 64%. *Based on the low level IRS and rapid aging of asphalt the wearing surface is of a 1.80 CBE quality.

Form 41-734-3689

Page 2 of 4

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

BITUMINOUS Cut Sample Set No. 1

Laboratory No. 77- [illegible]
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge 7 ~~272~~

Project Baldock Slough-S. Baker Intchge. Lift 2
Highway Old Oregon Trail
Contractor No. 7539
Date received 12-21-77
Submitted by C. J. Gregg
Date reported 1-25-78
Source of Material Existing Roadway, N.P.
Sampled or inspected at Hole # 1 To be used
Sampled or inspected by R. Forrester Quantity represented

Test results from Cut Sample, Single Lift of 1.7 inches.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | | P 3/8" - | 85 | P #40 - | 15 |
| P 3/4" - | 100 | P 1/4" - | 71 | P #200 - | 6.7 |
| P 1/2" - | 94 | P#10 - | 35 | Asphalt Content - | 5.3 |

Moisture content at time of extraction -0.38 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp | 2nd Comp |
|---|---|---|
| Bulk Specific Gravity | 2.30 | 2.38 |
| Hveem "S" Value | 48 | 66 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | | 2.5 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 22
Kinematic Viscosity @ 275° F. - 1323
Absolute Viscosity @ 140° F. - 52,689

| T-112-74 Friable Particles | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.04 |
| 3/8-4 | 0.06 |
| 4-16 | 0.18 |

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

For Class "B" asphalt concrete design #983985 with job mix production tolerances: 1. 6% excess pass ¼" sieve, 2% excess pass #10 sieve. 2. Stability and void content is at a satisfactory level, 3. asphalt recovered from mix is of a slightly harder consistency than expected for a five year ol pavement with 60-70 grade. 4. percentage of friable particles contained in aggregate is not at an excessive level.

John C. Jenkins

MS-73606-734

Page 3 of 4

Form 61-734-3649

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Laboratory No. 77- 17521
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge $4 —

BITUMINOUS Cut Sample Set No. 1

Project Baldock Slough-S. Baker Intchge. Lift 3
Highway Old Oregon Trail
Contractor No. 7539
Date received 12-21-77
Submitted by C. J. Gregg
Date reported 1-25-78
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 1
To be used
Sampled or inspected by R. Forrester
Quantity represented

Test results from Cut Sample, Single Lift of 3.4 inches.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | 100 | P 3/8" - | 70 | P #40 - | 13 |
| P 3/4" - | 97 | P 1/4" - | 51 | P #200 - | 6.4 |
| P 1/2" - | 79 | P#10 - | 24 | Asphalt Content - | 5.2 |

Moisture content at time of extraction - 0.59%

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.34 | 2.40 |
| Hveem "S" Value | 40 | 51 |
| Hveem "C" Value | ---- | ---- |
| % Voids (Rice Method) | | 1.6 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 36
Kinematic Viscosity @ 275° F. - 899
Absolute Viscosity @ 140° F. - 19,994

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.06 |
| 3/8-4 | 0.05 |
| 4-16 | 0.12 |

REPORT TO: For PMBB design #981091 with production tolerances: 1. gradation and asphalt content satisfactory. 2. stability and void content at a satisfactory level. 3. asphalt recovered from the mix is of a consistency expected for a five year old pavement with 60-70 grade. 4. percentage of friable particles contained in aggregates is not at an excessive level.

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineers
☐ District Engineer
☐ Materials, Portland
☐ Files

John C. Jenkins

61-734-3-734

Page 4 of 4

Form 81-731-2069

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

BITUMINOUS Cut Sample Set No. 1

Laboratory No. 77- [illegible]
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge # [illegible] —

Project Baldock Slough-S. Baker Intchge. Lift 4
Highway Old Oregon Trail
Contractor No. 7539
Date received 12-21-77
Submitted by C. J. Gregg
Date reported 1-25-79
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 1
To be used
Sampled or inspected by R. Forrester
Quantity represented

---

Test results from Cut Sample, Single Lift of 3.2 inches.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | 100 | P 3/8" - | 62 | P #40 - | 12 |
| P 3/4" - | 93 | P 1/4" - | 44 | P #200 - | 5.8 |
| P 1/2" - | 72 | P#10 - | 21 | Asphalt Content - | 5.1 |

Moisture content at time of extraction - 0.62%

Samples fabricated from cut samples (ASTM - 1560-1561)

| | | |
|---|---|---|
| Bulk Specific Gravity, 1st Comp: | 2.35 | 2nd Comp: 2.40 |
| Hveem "S" Value " : | 41 | " : 56 |
| Hveem "C" Value " : | — | " : — |
| % Voids (Rice Method) " : | | " : 2.4 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 16
Kinematic Viscosity @ 275° F. - 458
Absolute Viscosity @ 140° F. - 11,909

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | 0.05 |
| 3/4-3/8 | 0.07 |
| 3/8-4 | 0.06 |
| 4-16 | 0.16 |

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ File

For PMBB design #981091 with production tolerances: 1. Gradation and asphal content is satisfactory. 2. Stability and void content is at a satisfactory level. 3. Asphalt recivered from the mix is of a consistency expected f a five year old pavement with 60-70 grade. 4, Percentage of friable par ticles contained in the aggregates is not excessive.

John C. Jenkins

81-1880-734

REGON STATE HIGHWAY DIVISI
Materials Section

# Laboratory Report

Laboratory No. 77-14535
Prefix No. 601-1903-910
Project Richland Intchge.-S. Baker Intchge.
Highway Old Oregon Trail
County Baker
Contractor
Contract No.
F. A. Project No.
Submitted by C. J. Gregg
Date Reported
Laboratory Charges

2 Sacks Hole #1

**REPORT ON SAMPLE OF**

Source of material Sta 2118, E.B., 8.5' Rt of Cent of Rt. Ln.
Sampled or inspected at Depth 10½" to 18.0"
Data No. 10061
To be used Base
Date received 10-31-77
Sampled or inspected by R. Forrester
Quantity represented

**TEST RESULTS**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| IL CONSTANTS | | Expansion Pressure and "R" Value T-190 | | | | | | Mech. Anal. T-88 | |
| L. T-89 | 19 | Moisture % | 9.0 | 8.5 | 7.5 | | | Sieve Size | % Passing |
| I. T-90 | NP | Exudation Press. psi | 20 | 215 | 478 | | | 4 | |
| . Gr. (Le Chat.) | 2.67 | Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | | | 3 | |
| d Equiv. | 27 ±3 | Displacement | 5.5 | 5.5 | 5.4 | | | 2 | |
| ss. M-145 | A-1-a | Compaction, psi | 110 | 135 | 207 | | | 1½ | 100.0 |
| ganic % | | "R" Value | 70 | 79 | 80 | | | 1 | 99.4 |
| t. Moist. | 3.9 % | Density pcf | 122.5 | 121.4 | 124.5 | | | ¾ | 94.7 |
| Angeles Abrasion T-96 | | Water loss ml. | 200 | 200 | 200 | | | ½ | 78.2 |
| Grading % Wear | | Comp. water | | | | | | ⅜ | 64.4 |
| gon Degradation | | loss at blows | — | — | — | | | ¼ | 48.2 |
| P20 14.72 %, Ht. 0.6 in. | | | | | | | | 4 | 38.5 |
| | | | | | | | | 10 | 23.3 |
| Moist.-Density Relations | | | | | | | | 40 | 13.7 |
| T-99 ☑ T-180 ☐ Harvard ☐ | | | | | | | | 60 | 11.9 |
| Dry Density pcf | % Moisture | | | | | | | 200 | 9.0 |

| Dry Density pcf | % Moisture |
|---|---|
| 119.8 | 3.2 |
| 129.5 | 5.0 |
| 132.8 | 6.4 |
| 133.5 | 8.0 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | — % | 76.7 % |
| Coarse sand, 2.0 to 0.42 mm. | 41.1 % | 9.6 % |
| Fine sand, 0.42 to 0.074 mm. | 20.2 % | 4.7 % |
| Silt, 0.074 to .02 mm. | 11.5 % | 2.7 % |
| Silt, 0.02 to 0.005 mm. | 15.7 % | 3.6 % |
| Clay, smaller than 0.005 mm. | 11.5 % | 2.7 % |

Material as represented by these samples (does) (does not) comply with specifications.

**TEST REPORT DISTRIBUTIONS:**

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after air drying.
All Stabilometer (T-190) samples were compacted in baskets.
Unable to fabricate T99 and T190 specimens of higher moisture content due to large water loss during compaction.

Engineer of Materials

SP*86686-736

Oregon State
HIGHWAY DIVISION
Materials Section
81-734-3880

## SAMPLE DATA
AND
## LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10061
LABORATORY REPORT NUMBER
77-14535

## SAMPLE DATA

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ect: Richland Intchge.-S. Baker Intchge.
Prefix No.: 601-1903-910
way: Old Oregon Trail
Contract No.:
County: Baker
actor:
Res. Engr.:
F.A. Proj. No.:
itted by: C. J. Gregg
Sampled by: R. Forrester
Date Sampled:
ple No.
Quantity Represented
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

ESATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
DED USE: Base
RY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Existing Roadway, Sta. 2118, E.B., 8.5' Rt of Center of Rt. Lane.
LED AT: Hole #1, Depth 10½"-18"
RKS:
ner
Avg. thickness

L.L. ___%
P.I. ___%
P#10 of P¼ ___%
Fracture ___%
S.E. ___
F.F. ___
Asphalt ___%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Pas |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
-11 ☐ T-27 ☐ T-30
☑ OSHD % FRACT

| e | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 1 | 0 | 0 | 100 | By wt |
| 3/4 | 2 | 2 | 98 | 100 |
| 1/2 | 18 | 20 | 80 | 79.4 |
| 3/8 | 8 | 28 | 72 | 82.6 |
| 1/4 | 15 | 43 | 57 | 80.5 |
| 4 | 8 | 51 | 49 | |
| 10 | 18 | 69 | 31 | |
| 40 | 13 | 82 | 18 | |
| 200 | 6.0 | 88.0 | 12.0 | |
| 200 | 12.0 | 100 | | |

al wt. of sample = 4422.7 gm
OSHD Asphalt . . . . . ___%
-27 P#10 of P¼ . . . . . ___%
-11 P200 . . . . . 12.0 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ___ COMPACT ___
COMB: ___% THIS SAMPLE ___% LAB. No. ___
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ___ Bulk ___ Absorp. ___
☐ T-85 Sp. Gravity, Appar. ___ Bulk ___ Absorp. ___
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ___ ¾-⅜ ___ ⅜-4 ___ C.A. ___
4-8 ___ 8-16 ___ 16-30 ___
30-50 ___ 50-100 ___ Ledge Rock ___ F.A. ___
☐ OSHD DEGRAD Ht. ___ in. P20 ___% Ref. Ht. ___ in. P20
RETAINED 1" Ht. ___ in. P20 ___% Ref. Ht. ___ in. P20
☐ T-96 ABRASION GRADING ___ Percent Wear ___
☐ T-89 LIQUID LIMIT ___ ☐ T-90 PLASTICITY INDEX ___
☐ OSHD SAND EQUIVALENT ___
☐ T-182 ASPH. STRIP BRAND ___ Grade ___ Coated ___
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐
Date Receiv: 10-31-77
REMARKS:
Date Report:
Lab. Charges $ 5.00

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Engineer of Materials

UCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

[illegible]

REGON STATE HIGHWAY DIVISI

Materials Section

# Laboratory Report

77-14537

| | | | |
|---|---|---|---|
| Project | Richland Intchge.-S. Baker Intchge. | Laboratory No. Prefix No. | 601-1903-910 |
| Highway | Old Oregon Trail | County | Baker |
| Contractor | Contract No. | F. A. Project No. | |
| Submitted by | C. J. Gregg | Date Reported | |
| | | Laboratory Charges | |

2 Sacks Hole #1 **REPORT ON SAMPLE OF**

| | | | |
|---|---|---|---|
| Source of material | Sta 2118, E.B., 8.5' Rt. of Cent. of Rt. In. | | |
| Sampled or inspected at | Depth 18.0" to 29.0 " | Data No. | 10061 |
| To be used | Sub Base | Date received | 10-31-77 |
| Sampled or inspected by | R. Forrester | Quantity represented | |

## TEST RESULTS

IL CONSTANTS

| | | |
|---|---|---|
| L. T-89 | 21 | |
| I. T-90 | 2 | |
| . Gr. (Le Chat.) | 2.76 | |
| nd Equiv. | 22 av 3 | |
| ss. M-145 | A-1-B | |
| ganic | | % |
| t. Moist. | 4.8 | % |
| Angeles Abrasion | | T-96 |
| Grading | | % Wear |
| egon Degradation | | |
| P20 | %, Ht. | in. |

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 8.2 | 7.8 | 7.3 | 6.9 | |
| Exudation Press. psi | 53 | 132 | 291 | 318 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 0.0 | |
| Displacement | 3.5 | 3.6 | 4.7 | 4.2 | |
| Compaction, psi | 158 | 184 | 207 | 256 | |
| "R" Value | 66 | 76 | 77 | 81 | |
| Density pcf | 133.2 | 134.5 | 130.1 | 132.9 | |
| Water loss ml. | 200 | 200 | 200 | 200 | |
| Comp. water loss at blows | – | – | – | – | |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | 100.0 |
| 2 | 97.2 |
| 1½ | 91.5 |
| 1 | 82.6 |
| ¾ | 73.8 |
| ½ | 58.9 |
| ⅜ | 51.2 |
| ¼ | 41.6 |
| 4 | 36.4 |
| 10 | 27.8 |
| 40 | 18.0 |
| 60 | 14.5 |
| 200 | 10.0 |

Moist.-Density Relations

T-99 ☒ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 123.0 | 4.5 |
| 134.3 | 6.3 |
| 137.6 | 7.8 |
| 135.0 | 8.8 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | — % | 72.2 % |
| Coarse sand, 2.0 to 0.42 mm. | 35.3 % | 9.8 % |
| Fine sand, 0.42 to 0.074 mm. | 28.6 % | 8.0 % |
| Silt, 0.074 to .02 mm. | 11.8 % | 3.3 % |
| Silt, 0.02 to 0.005 mm. | 9.4 % | 2.6 % |
| Clay, smaller than 0.005 mm. | 14.9 % | 4.1 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted in baskets. Also unable to fabricate T190 specimens of higher moisture content

Engineer of Materials

SP*[illegible]-734

Oregon State
**HIGHWAY DIVISION**
Materials Section
m 81-734-3880

## SAMPLE DATA
AND
## LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10061
LABORATORY REPORT NUMBER
77**14537**

### SAMPLE DATA

**DICATE TESTS REQUIRED** (Each sample requires separate data sheet) List additional projects for report distribution on back.

oject: Richland Intchge.-S. Baker Intchge.
Prefix No.: 6[illegible]1-1902-910
hway: Old Oregon Trail
Contract No.:
County: Baker
tractor:
Res. Engr.:
F.A. Proj. No.:
mitted by: C. J. Gregg
Sampled by: R. Forrester
Date Sampled:
mple No
Quantity Represented
Purpose of Sample:
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

REGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

NDED USE:
Sub Base

RRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER
Existing Roadway, Sta. 2118, E.P., 8.5' Rt of
Center of Rt. Lane.

PLED AT:
Hole #1, Depth 18"-29"

ARKS:

other
Avg. thickness

L.L. %
P.I. %
P#10 of P1¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | P |
|---|---|---|
| | | |

### LABORATORY REPORT

SIEVE ANALYSIS

T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

| Sieve Size | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 1½ | 0 | 0 | 100 | |
| 1 | 8 | 8 | 92 | |
| ¾ | 10 | 18 | 82 | |
| ½ | 15 | 33 | 67 | |
| ⅜ | 10 | 43 | 57 | |
| ¼ | 9 | 52 | 48 | |
| 4 | 5 | 57 | 43 | |
| 10 | 11 | 68 | 32 | |
| 40 | 12 | 80 | 20 | |
| 200 | 8.4 | 88.4 | 11.6 | |
| P 200 | 11.6 | 100 | | |

otal wt. of sample 6055.9 gm

OSHD Asphalt %
T-27 P#10 of P1¼ %
T-11 P200 11.6 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. Bulk Absorp.
☐ T-85 Sp. Gravity, Appar. Bulk Absorp.
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ¾-⅜ ⅜-4 C.A.
4-8 8-16 16-30
30-50 50-100 Ledge Rock F.A.
☐ OSHD DEGRAD Ht. in. P20 % Ref. Ht. in. P2
RETAINED 1" Ht. in. P20 % Ref. Ht. in. P2
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Rece
10-31-
Date Repo
Lab. Charg
$ 4/-

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Engineer of Materials

UCTION. Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

81-7287

REGON STATE HIGHWAY DIVISI

Materials Section

# Laboratory Report

11-14539

| | | | |
|---|---|---|---|
| **Project** | Richland Intchge.-S. Baker Intchge. | **Laboratory No. Prefix No.** | 601-1903-910 |
| **Highway** | Old Oregon Trail | **County** | Baker |
| **Contractor** | **Contract No.** | **F. A. Project No.** | |
| **Submitted by** | C. J. Gregg | **Date Reported** | |
| | | **Laboratory Charges** | |

2 Sacks Hole 1A

**REPORT ON SAMPLE OF**

| | | | |
|---|---|---|---|
| **Source of material** | Sta. 2118, E.B. 2' Rt. of Pavement Edge | | |
| **Sampled or inspected at** | Depth 29" to 36" | **Data No.** | 10061 |
| **To be used** | Sub Grade | **Date received** | 10-31-77 |
| **Sampled or inspected by** | R. Forrester | **Quantity represented** | |

**TEST RESULTS**

**IL CONSTANTS**

| | | |
|---|---|---|
| . T-89 | 32 | |
| . T-90 | 7 | |
| . Gr. (Le Chat.) | 2.65 | |
| nd Equiv. | | |
| ss. M-145 | A-2-4 | |
| anic | | % |
| t. Moist. | 11.7 | % |
| Angeles Abrasion | | T-96 |
| Grading | % Wear | |
| gon Degradation | | |
| P20 | %, Ht. | in. |

**Expansion Pressure and "R" Value T-190**

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 20.3 | 17.8 | 16.2 | 14.5 | |
| Exudation Press. psi | 40 | 123 | 223 | 398 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 1.5 | 19.0 | |
| Displacement | 4.2 | 3.8 | 3.5 | 3.7 | |
| Compaction, psi | 10 | 62 | 158 | 207 | |
| "R" Value | 5 | 18 | 35 | 74 | |
| Density pcf | 104.2 | 109.1 | 112.7 | 113.3 | |
| Water loss ml. | 0 | 0 | 0 | 0 | |
| Comp. water loss at blows | – | – | – | – | |

**Mech. Anal. T-88**

| Sieve Size | % Passing |
|---|---|
| 4 | 100.0 |
| 3 | 94.6 |
| 2 | 92.7 |
| 1½ | 86.5 |
| 1 | 81.0 |
| ¾ | 77.1 |
| ½ | 72.0 |
| ⅜ | 66.1 |
| ¼ | 63.0 |
| 4 | 60.0 |
| 10 | 50.6 |
| 40 | 39.3 |
| 60 | 35.1 |
| 200 | 27.1 |

**Moist.-Density Relations**

T-99 ☑ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 106.7 | 11.5 |
| 111.2 | 13.6 |
| 112.0 | 15.7 |
| 111.1 | 17.2 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | — % | 49.4 % |
| Coarse sand, 2.0 to 0.42 mm. | 22.4 % | 11.3 % |
| Fine sand, 0.42 to 0.074 mm. | 24.1 % | 12.2 % |
| Silt, 0.074 to .02 mm. | 19.2 % | 9.7 % |
| Silt, 0.02 to 0.005 mm. | 14.7 % | 7.5 % |
| Clay, smaller than 0.005 mm. | 19.6 % | 9.9 % |

Material as represented by these samples (does) (does not) comply with specifications.

**TEST REPORT DISTRIBUTIONS:**

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

**Remarks** Sample was prepared for testing after partial air drying.
20.3% stabilometer (T-190) sample was compacted using a metal plate.

**Engineer of Materials**

SP*[illegible]

Form 81-734-3000

Page 1 of 4

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

Laboratory No. 77- 17525

Data Sheet No. 10065

BITUMINOUS Cut Sample Set No. 2

Prefix 601-1903-910

Project Baldock Slough-S. Baker Intchge. Lift Top

Laboratory charge $ 848 <sup>00</sup>

Highway Old Oregon Trail

Contractor 1971-2 Paving on Richland Int.- S Baker Int. No. 7539

Date received 12-21-77

Submitted by C. J. Gregg

Date reported 1-25-78

Source of Material Existing Roadway, N.P.

Sampled or inspected at Hole # 2

To be used

Sampled or inspected by R. Forrester

Quantity represented

Test results from Cut Sample, Single Lift of 1.4 inches.

| | | | |
|---|---|---|---|
| Gradation: | P 1" - 100 | P 3/8" - 77 | P #40 - 16 |
| | P 3/4" - 98 | P 1/4" - 64 | P #200 - 7.9 |
| | P 1/2" - 89 | P#10 - 34 | Asphalt Content - 4.9 |

Moisture content at time of extraction -0.41 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.28 | 2.35 |
| Hveem "S" Value | 54 | 66 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | | 4.5 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 18

Kinematic Viscosity @ 275° F. - 2691

Absolute Viscosity @ 140° F. - 216,013

| T-112-74 Friable Particles | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.02 |
| 3/8-4 | 0.08 |
| 4-16 | 0.31 |

REPORT TO:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X V. Moore
- X C.J. Gregg

For Class "B" asphalt concrete design #983985 with production job mix tolerances: 1. 1% excess pass #10 and 0.4% excess pass #200. 2. stability and void content is at a satisfactory level. 3. asphalt recovered from the mix is of a harder consistency than expected from a five year old pavement with 60-70 grade. 4. percentage of friable particles contained in aggregates is not excessive. 5. mix design indicates that Index of Retained Strength for mix with 4.9% 60-70 grade asphalt is 66%. *Based on the low level of IRS, rapid aging of asphalt and excess p #200, the wearing surface is of a 1.80 CBE quality.

Form 61-734-3682

Page 2 of 4

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Laboratory No. 77- [illegible]
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge # [illegible]

BITUMINOUS Cut Sample Set No. 2

Project Baldock Slough-S. Baker Intchge. Lift 2
Highway Old Oregon Trail
Contractor No. 7539
Date received 12-21-77
Submitted by C. J. Gregg
Date reported 1-25-78
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 2
To be used
Sampled or inspected by R. Forrester
Quantity represented

Test results from Cut Sample, Single Lift of 2.5 inches.

Gradation: P 1" - P 3/8" - 79 P #40 - 19
P 3/4" - 100 P 1/4" - 60 P #200 - 6.2
P 1/2" - 89 P#10 - 30 Asphalt Content - 5.5
Moisture content at time of extraction - 0.45%

Samples fabricated from cut samples (ASTM - 1560-1561)

| | | |
|---|---|---|
| Bulk Specific Gravity, | 1st Comp: 2.27 | 2nd Comp: 2.33 |
| Hveem "S" Value | " : 11 | " : 65 |
| Hveem "C" Value | " : — | " : — |
| % Voids (Rice Method) | " : | " : 5.7 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 38
Kinematic Viscosity @ 275° F. - 592
Absolute Viscosity @ 140° F. - 6499

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.07 |
| 3/8-4 | 0.06 |
| 4-16 | 0.72 |

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineers
☐ District Engineer
☐ Materials, Portland
☐ Files

For Class "B" asphalt concrete design #984985 with prodiction job mix tolerances: 1. gradation and asphalt content satisfactory. 2, stability and void content satisfactory. 3, asphalt recovered from the mix is of a consistency expected for a five year old pavement with 60-70 grade. 4. percentage of friable particles contained in aggregates is not excessive.

John C. Jackson

61*18606-736

Page 3 of 4

Form 81-734-3089

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

BITUMINOUS Cut Sample Set No. 2

Project: Baldock Slough-S. Baker Intchge. Lift 3
Highway: Old Oregon Trail
Contractor: No. 7539
Submitted by: C. J. Gregg
Source of Material: Existing Roadway, M.P.
Sampled or inspected at: Hole # 2 To be used
Sampled or inspected by: R. Forrester Quantity represented

Laboratory No. 77-[illegible]
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge ~~[illegible]~~
Date received 12-21-77
Date reported 1-25-78

Test results from Cut Sample, Single Lift of 3.0 inches.

Gradation: P 1" - 100 P 3/8" - 61 P #40 - 11
P 3/4" - 97 P 1/4" - 48 P #200 - 5.2
P 1/2" - 78 P#10 - 23 Asphalt Content - 4.5

Moisture content at time of extraction - 0.43 %

Samples fabricated from cut samples (ASTM - 1560-1561)

Bulk Specific Gravity, 1st Comp: 2.30 2nd Comp: 2.36
Hveem "S" Value " : 37 " : 59
Hveem "C" Value " : — " : —
% Voids (Rice Method) " : " : 4.8

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 33
Kinematic Viscosity @ 275° F. - 682
Absolute Viscosity @ 140° F. - 8941

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.04 |
| 3/8-4 | 0.03 |
| 4-16 | 0.12 |

For PMBB design #981091 with production tolerances: 1. gradation and asphalt content satisfactory. 2. stability and void content satisfactory. 3. asphalt recovered from mix is of a consistency expected for a five year old pavement with 60-70 grade. 4. percentage of friable partidles contained in aggregates is not excessive. 5. mix design indicates that Index of Retaine Strength for mix with 4.5% 60-70 grade asphalt is 63%.

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

John C. Jenkins

SP*76646-734

Form 81-734-3089

Page 4 of 4

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

BITUMINOUS Cut Sample Set No. 2

Laboratory No. 77- [illegible]

Data Sheet No. 10065

Prefix 601-1903-910

Laboratory charge $ —

Project Baldock Slough-S. Baker Intchge. Lift 4

Highway Old Oregon Trail

Contractor No. 1539

Date received 12-21-77

Submitted by C. J. Gregg

Date reported 1-25-78

Source of Material Existing Roadway, N.P.

Sampled or inspected at Hole # 2

To be used

Sampled or inspected by R. Forrester

Quantity represented

Test results from Cut Sample, Single Lift of 33 inches.

| | | | |
|---|---|---|---|
| Gradation: | P 1" - 100 | P 3/8" - 61 | P #40 - 12 |
| | P 3/4" - 94 | P 1/4" - 42 | P #200 - 5.4 |
| | P 1/2" - 73 | P#10 - 35 | Asphalt Content - 4.2 |

Moisture content at time of extraction -0.57%

Samples fabricated from cut samples (ASTM - 1560-1561)

| | | |
|---|---|---|
| Bulk Specific Gravity, | 1st Comp: 2.33 | 2nd Comp: 2.47 |
| Hveem "S" Value | " : 53 | " : 53 |
| Hveem "C" Value | " : — | " : — |
| % Voids (Rice Method) | " : | " : 3.2 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 33

Kinematic Viscosity @ 275° F. - 496

Absolute Viscosity @ 140° F. - 5170

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.06 |
| 3/8-4 | 0.11 |
| 4-16 | 0.21 |

REPORT TO:

- [ ] F.H.W.A.
- [ ] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [ ] Resident Engineers
- [ ] District Engineer
- [ ] Materials, Portland
- [ ] Files

For IMBB design #931091 woth production tolerances: 1. gradation contained excess pass #10 of pass ¼" and asphalt content is 0.3% deficient. 2. stability and void content is satisfactory. 3. asphalt reco vered from the mix is of a consistency expected for a five year old pavement with 60-70 grade. 4. percentage of friable particles contained in aggregates is not excessive. 5. mix design indicates that Index of RetainedStrength for mix with 4.2% 60-70- grade asphalt is 57%.

John C. Jenkins

81-73606-734

# OREGON STATE HIGHWAY DIVISION
## Materials Section
# Laboratory Report

|  |  |  |  |
|---|---|---|---|
| Project | Richland Intchge.-S. Baker Intchge. | Laboratory No. Prefix No. | 77 15083<br>601-1903-[illegible] |
| Highway | Old Oregon Trail | County | Baker |
| Contractor | Contract No. | F. A. Project No. |  |
| Submitted by | C. J. Gregg | Date Reported |  |
|  |  | Laboratory Charges |  |

2 Sacks

**REPORT ON SAMPLE OF**

|  |  |  |  |
|---|---|---|---|
| Source of material | M.P. 303.93, W.B. 10' Lt. W.B. Cent Ln, Outside Lane |  |  |
| Sampled or inspected at | Hole #2 Depth 10"-17" | Data No. | 10062 |
| To be used | Base | Date received | 11-9-77 |
| Sampled or inspected by | R. S. Forrester | Quantity represented |  |

**TEST RESULTS**

L CONSTANTS

. T-89 12
T-90
Gr. (Le Chat.) 2.67
d Equiv. 32
s. M-145 A-1-b
anic %
Moist. 4.0 %
Angeles Abrasion T-96
Grading % Wear
gon Degradation
201 3.0 %, Ht. 6.1 in.

Expansion Pressure and "R" Value T-190

|  |  |  |  |  |  |
|---|---|---|---|---|---|
| Moisture % | 8.2 | 7.8 | 6.8 |  |  |
| Exudation Press. psi | 63 | 153 | 398 |  |  |
| Expansion Pres. CT in | 1.0 | 0.0 | 0.0 |  |  |
| Displacement | 5.2 | 5.8 | 5.3 |  |  |
| Compaction, psi | 158 | 184 | 233 |  |  |
| "R" Value | 74 | 75 | 77 |  |  |
| Density pcf | 122.5 | 120.8 | 126.3 |  |  |
| Water loss ml. | 200 | 200 | 200 |  |  |
| Comp. water |  |  |  |  |  |
| loss at blows | — | — | — |  |  |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 |  |
| 3 |  |
| 2 |  |
| 1½ | 100.0 |
| 1 | 99.7 |
| ¾ | 96.0 |
| ½ | 79.3 |
| ⅜ | 67.5 |
| ¼ | 51.0 |
| 4 | 42.1 |
| 10 | 25.5 |
| 40 | 13.7 |
| 60 | 11.8 |
| 200 | 8.8 |

Moist.-Density Relations

T-99 ☑ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 122.6 | 3.5 |
| 130.5 | 5.1 |
| 135.8 | 6.9 |
| 131.1 | 8.1 |

| HYDROMETER ANALYSIS: | Passing No 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | — % | 74.5 % |
| Coarse sand, 2.0 to 0.42 mm. | 46.3 % | 11.8 % |
| Fine sand, 0.42 to 0.074 mm. | 19.1 % | 4.9 % |
| Silt, 0.074 to .02 mm. | 13.2 % | 3.3 % |
| Silt, 0.02 to 0.005 mm. | 12.0 % | 3.1 % |
| Clay, smaller than 0.005 mm. | 2.4 % | 2.4 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

Remarks Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted in basket.
Unable to fabricate T99 and T195 specimens of higher moisture content due to large water loss during compaction.

Engineer of Materials

ST-[illegible]-T14

regon State
HIGHWAY DIVISION
Materials Section
81-734-38

# SAMPLE DATA
AND
# LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10062
LABORATORY REPORT NUMBER
77-15083

## SAMPLE DATA

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ect: Richland Intchge.-S. Baker Intchge.
way: Old Oregon Trail
Contract No.:
actor:
Res. Engr.:
tted by: C. J. Gregg
Sampled by: R. Forrester
ple No.
Quantity Represented
Purpose of Sample:
Record ☐ Check ☐ Qualifying ☐

Prefix No.: 601-1903-910
County: Baker
F.A. Proj. No.:
Date Sampled:

FIELD CONTROL TEST NUMBER:

ATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
DED USE:
Base
RY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
Existing Roadway, M.P. 303.93., W.B. 10' Lt
W.B. Center Line, Outside Lane
LED AT:
Hole #2, Depth 10"-17"
RKS:
her
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | % Pas |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
T-11 ☐ T-27 ☐ T-30 ☑ OSHD % FRACT

| e | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 1 | 0 | 0 | 100 | by wt |
| 3/4 | 4 | 4 | 96 | 67.1 |
| 1/2 | 18 | 22 | 78 | 77.5 |
| 3/8 | 10 | 32 | 68 | 86.2 |
| 1/4 | 16 | 48 | 52 | 84.6 |
| 4 | 8 | 56 | 44 | |
| 10 | 17 | 73 | 27 | |
| 40 | 12 | 85 | 15 | |
| 200 | 5.4 | 90.4 | 9.6 | |
| P200 | 9.6 | 100 | | |
| | | | Ave= | 81.0 |

tal wt. of sample = 5021.0 gm
OSHD Asphalt %
T-27 P#10 of P¼ %
T-11 P200 9.6 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. Bulk Absorp.
☐ T-85 Sp. Gravity, Appar. Bulk Absorp.
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ¾-⅜ ⅜-4 C.A.
4-8 8-16 16-30
30-50 50-100 Ledge Rock F.A.
☐ OSHD DEGRAD Ht. in. P20 % Ref. Ht. in. P20
RETAINED 1" Ht. in. P20 % Ref. Ht. in. P20
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Receiv
11-9-7
Date Reporte
Lab. Charges
$ 50.00

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Engineer of Materials

UCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP-7978

## OREGON STATE HIGHWAY DIVISION
### Materials Section

# Laboratory Report

#15085

Laboratory No. Prefix No. 601-1903-9
Project Richland Intchge.-S. Baker Intchge.
County Baker
Highway Old Oregon Trail
F. A. Project No.
Contractor
Contract No.
Date Reported
Submitted by C. J. Gregg
Laboratory Charges

## REPORT ON SAMPLE OF

2 Sacks
Source of material M.P. 303.93, W.B. 10' Lt W.B. Cent Ln, Outside Lane
Data No. 10062
Sampled or inspected at Hole #2 Depth 17"-27½"
Date received 11-9-77
To be used Lime Treated Sub-Base
Quantity represented
Sampled or inspected by R. S. Forrester

## TEST RESULTS

L CONSTANTS
. T-8 N.P. ([illegible])
. T-90 N.P.
Gr. (Le Chat.) 2.63
d Equiv. 40
s. M-145 A-1-b
unic %
Moist. 7.4 %
Angeles Abrasion T-96
Grading % Wear
gon Degradation
20 14.8 %, Ht. 09 in.

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 11.9 | 10.9 | 9.9 | 8.9 | |
| Exudation Press. psi | 25 | 65 | 267 | 796 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 0.0 | |
| Displacement | 4.8 | 4.5 | 4.4 | 4.9 | |
| Compaction, psi | 86 | 156 | 256 | 305 | |
| "R" Value | 82 | 82 | 83 | 85 | |
| Density pcf | 121.9 | 123.2 | 125.8 | 125.1 | |
| Water loss ml. | 30 | 25 | 10 | 10 | |
| Comp. water loss at blows | 40 | 100 | - | - | |

Mech. Anal. T-83

| Sieve Size | % Passing |
|---|---|
| 4 | 100.0 |
| 3 | 97.6 |
| 2 | 97.2 |
| 1½ | 92.6 |
| 1 | 83.6 |
| ¾ | 77.1 |
| ½ | 66.3 |
| ⅜ | 53.7 |
| ¼ | 43.3 |
| 4 | 42.2 |
| 10 | 29.3 |
| 40 | 17.1 |
| 60 | 13.2 |
| 200 | 8.2 |

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 120.9 | 6.3 |
| 124.1 | 8.1 |
| 126.5 | 10.5 |
| 126.4 | 11.5 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 70.7 % |
| Coarse sand, 2.0 to 0.42 mm. | 41.8 % | 12.2 % |
| Fine sand, 0.42 to 0.074 mm. | 30.2 % | 8.8 % |
| Silt, 0.074 to .02 mm. | 12.4 % | 3.6 % |
| Silt, 0.02 to 0.005 mm. | 9.0 % | 2.6 % |
| Clay, smaller than 0.005 mm. | 6.6 % | 1.9 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after partial air drying. All stabilometer (T-190) samples were compacted in baskets. Unable to fabricate T99 and T180 specimens of higher moisture content due to large water loss during compaction.

Engineer of Materials

SP[illegible]-734

Oregon State
HIGHWAY DIVISION
Materials Section

## SAMPLE DATA
AND
## LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10062
LABORATORY REPORT NUMBER
77-15085

## SAMPLE DATA

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ject: Richland Intchge.-S. Baker Intchge.
way: Old Oregon Trail
ractor:
nitted by: C. J. Gregg
Contract No.:
Res. Engr.:
Sampled by: R. Forrester
Prefix No.: 601-1903-910
County: Baker
F.A. Proj. No.:
Date Sampled:
ple No. Quantity Represented
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

ICATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT
NDED USE
Lime Treated Sub-Base
RY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER
Existing Roadway, M.P. 303.93., W.B. 10' Lt.
.P. Center Line, Outside Lane
LED AT:
Hole #2, Depth 17"-27½"
RKS
her
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | % P. |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

| Sieve | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 3 | 0 | 0 | 100 | |
| 2 | 7 | 7 | 93 | |
| 1½ | 6 | 13 | 87 | |
| 1 | 11 | 24 | 76 | |
| ¾ | 6 | 30 | 70 | |
| ½ | 11 | 41 | 59 | |
| ⅜ | 8 | 49 | 51 | |
| ¼ | 9 | 58 | 42 | |
| 4 | 6 | 64 | 36 | |
| 10 | 12 | 76 | 24 | |
| 40 | 11 | 87 | 13 | |
| 200 | 7.9 | 94.9 | 5.1 | |
| P200 | 5.1 | 100 | | |

al wt. of sample = 7324.2 gm.
OSHD Asphalt %
T-27 P#10 of P¼ %
T-11 P200 5.1 %

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. Bulk Absorp.
☐ T-85 Sp. Gravity, Appar. Bulk Absorp.
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ¾-⅜ ⅜-4 C.A.
4-8 8-16 16-30
30-50 50-100 Ledge Rock F.A.
☐ OSHD DEGRAD Ht. in. P20 % Ref. Ht. in. P20
RETAINED 1" Ht. in. P20 % Ref. Ht. in. P20
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Recelv 11-9-7
Date Report
Lab. Charges $ 40 00

Engineer of Materials

UCTION Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*7370

U.

## OREGON STATE HIGHWAY DIVISION
Materials Section

## Laboratory Report

77-15087

| | | | |
|---|---|---|---|
| Project | Richland Intchge.-S. Baker Intchge. | Laboratory No. Prefix No. | 601-1903-910 |
| Highway | Old Oregon Trail | County | Baker |
| Contractor | Contract No. | F. A. Project No. | |
| Submitted by | C. J. Gregg | Date Reported | |
| | | Laboratory Charges | |

2 Sacks

### REPORT ON SAMPLE OF

| | | | |
|---|---|---|---|
| Source of material | M.P. 303.93, W.B. 2' Lt of Edge of Pavement | | |
| Sampled or inspected at | Hole #2A Depth 27½"-37½" | Data No. | 10062 |
| To be used | Subgrade | Date received | 11-9-77 |
| Sampled or inspected by | R. S. Forrester | Quantity represented | |

### TEST RESULTS

| IL CONSTANTS | |
|---|---|
| L. T-89 | 35 |
| I. T-90 | 8 |
| Gr. (Le Chat.) | 2.69 |
| ad Equiv. | |
| iss. M-145 | A-4 |
| ganic | % |
| t. Moist. | 21.5 % |
| . Angeles Abrasion T-96 | |
| Grading | % Wear |
| gon Degradation | |
| P20 | %, Ht. in. |

| Expansion Pressure and "R" Value T-190 | | | | | |
|---|---|---|---|---|---|
| Moisture % | 22.2 | 19.8 | 18.0 | 16.2 | |
| Exudation Press. psi | 60 | 95 | 215 | 400 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 13.0 | |
| Displacement | 4.2 | 4.4 | 4.2 | 4.0 | |
| Compaction, psi | 10 | 36 | 158 | 207 | |
| "R" Value | 4 | 12 | 33 | 67 | |
| Density pcf | 97.7 | 100.4 | 104.4 | 107.8 | |
| Water loss ml. | 0 | 0 | 0 | 0 | |
| Comp. water loss at blows | – | – | – | – | |

| Mech. Anal. T-88 | |
|---|---|
| Sieve Size | % Passing |
| 4 | |
| 3 | 100.0 |
| 2 | 99.2 |
| 1½ | 99.2 |
| 1 | 97.1 |
| ¾ | 91.8 |
| ½ | 90.9 |
| ⅜ | 89.5 |
| ¼ | 85.2 |
| 4 | 83.4 |
| 10 | 78.2 |
| 40 | 73.4 |
| 60 | 70.1 |
| 200 | 57.9 |

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 103.1 | 13.3 |
| 104.6 | 16.0 |
| 104.7 | 18.1 |
| 102.3 | 19.6 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 21.8 % |
| Coarse sand, 2.0 to 0.42 mm. | 6.2 % | 4.8 % |
| Fine sand, 0.42 to 0.074 mm. | 19.8 % | 15.5 % |
| Silt, 0.074 to .02 mm. | 26.2 % | 20.5 % |
| Silt, 0.02 to 0.005 mm. | 20.1 % | 15.7 % |
| Clay, smaller than 0.005 mm. | 27.7 % | 21.7 % |

Material as represented by these samples (does) (does not) comply with specifications.

**TEST REPORT DISTRIBUTIONS:**

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after partial air drying.

Engineer of Materials

OP-15069-734

Page 1 of 4

Form 61-134-3600

**OREGON STATE HIGHWAY DIVISION**

**MATERIALS SECTION LABORATORY RECORD**

Laboratory No. 77- 17526

Data Sheet No. 10065

Prefix 601-1903-910

Laboratory charge $ 848 00

BITUMINOUS Cut Sample Set No. 3

Project Baldock Slough-S. Baker Intchge. Lift 1

Highway Old Oregon Trail

Contractor 1971-2 Paving - Baldock Slough - Richland Ict No. 7491

Date received 12-21-77

Submitted by C. J. Cregg

Date reported Jan. 25, 1978

Source of Material Existing Roadway, N.P.

Sampled or inspected at Hole # 3

To be used

Sampled or inspected by R. Forrester

Quantity represented

Test results from Cut Sample, Single Lift of 2.3 inches.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | | P 3/8" - | 80 | P #40 - | 14 |
| P 3/4" - | 100 | P 1/4" - | 67 | P #200 - | 6.2 |
| P 1/2" - | 92 | P#10 - | 32 | Asphalt Content - | 4.5 |

Moisture content at time of extraction - 0.31 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.35 | 2.42 |
| Hveem "S" Value | 38 | 45 |
| Hveem "C" Value | ---- | ---- |
| % Voids (Rice Method) | | 0.4 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 33

Kinematic Viscosity @ 275° F. - 1122

Absolute Viscosity @ 140° F. - 14,543

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.02 |
| 3/8-4 | 0.13 |
| 4-16 | 0.26 |

For Class "B" Asphalt Concrete Design #984986 with production job mix tolerances:

(1) 1% excess pass ¼

(2) Stability is at a satisfactory level, void content is low.

(3) Asphalt recovered from mix is of the consistency expected for a 5 year old pavement with 60-70 grade

(4) Percentage of friable particles contained in aggregate is not excessive.

*(5) Mix design indicates that Index of Retained Strengt for mix with 4.5% 60-70 grade asphalt is 58%.

** Based on the low level IRS, the wearing surface is of a 1.80 CBE quality.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
x☐ Files
x V. Moore
x C. Greg
x J. Wilson

Page 2 of 4

Form 81-126-3000

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

BITUMINOUS Cut Sample Set No. 3

Project Baldock Slough-S. Baker Intchge. Lift 2

Highway Old Oregon Trail

Contractor No. 7471

Submitted by C. J. Gregg

Source of Material Existing Roadway, M.P.

Sampled or inspected at Hole # 3

Sampled or inspected by R. Forrester

To be used

Quantity represented

Laboratory No. 77- 1[illegible]

Data Sheet No. 10065

Prefix 601-1903-910

Laboratory charge

Date received 12-21-77

Date reported

Test results from Cut Sample, Single Lift of 2.0 inches.

| | | | |
|---|---|---|---|
| Gradation: | P 1" - | P 3/8" - 82 | P #40 - 14 |
| | P 3/4" - 100 | P 1/4" - 64 | P #200 - 6.1 |
| | P 1/2" - 93 | P#10 - 31 | Asphalt Content - 6.1 |

Moisture content at time of extraction - 0.13 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | | |
|---|---|---|
| Bulk Specific Gravity, | 1st Comp: 2.36 | 2nd Comp: 2.41 |
| Hveem "S" Value | " : 33 | " : 7 |
| Hveem "C" Value | " : — | " : — |
| % Voids (Rice Method) | " : | " : 0.0 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 49

Kinematic Viscosity @ 275° F. - 756

Absolute Viscosity @ 140° F. - 7586

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.03 |
| 3/8-4 | 0.09 |
| 4-16 | 0.22 |

For Class "B" asphalt concrete design #984986 with production job mix tolerances:

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

(1) Gradation and asphalt content satisfactory.

(2) Stability & void content is satisfactory for base lift.

(3) Asphalt recovered from the mix is of a satisfactory consistency for a five year old pavement with 60-70 grade asphalt.

(4) Percentage of friable particles contained in aggregate is not excessive.

81-186-6-734

Page 3 of 4

Form 81-734-[illegible]

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

BITUMINOUS Cut Sample Set No. 3

Laboratory No. 77-17526
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge

Project Baldock Slough-S. Baker Intchge. Lift 3
Highway Old Oregon Trail
Contractor No. 7491
Date received 12-21-77
Submitted by C. J. Gregg
Date reported
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 3
To be used
Sampled or inspected by R. Forrester
Quantity represented

Test results from Cut Sample, Single Lift of 3.2 inches.

| | | | |
|---|---|---|---|
| Gradation: | P 1" - 100 | P 3/8" - 59 | P #40 - 10 |
| | P 3/4" - 88 | P 1/4" - 40 | P #200 - 4.7 |
| | P 1/2" - 71 | P#10 - 18 | Asphalt Content - 5.0 |

Moisture content at time of extraction - 0.38%

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.34 | 2.40 |
| Hveem "S" Value | 33 | 45 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | | 2.4 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 55
Kinematic Viscosity @ 275° F. - 616
Absolute Viscosity @ 140° F. - 5207

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.06 |
| 3/8-4 | 0.12 |
| 4-16 | 0.30 |

For PMBB Design #980471 with production tolerance:

(1) Gradation and asphalt content is satisfactory.
(2) Stability and void content is satisfactory.
(3) Asphalt recovered from mix is of a satisfactory consistency.
(4) Percentage of friable particles in mix is not excessive.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

John C. Jackson

81-96[illegible]-734

Form 81-134-3640

Page 4 of 4

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

BITUMINOUS Cut Sample Set No. 3

Laboratory No. 77-17526
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge
Date received 12-21-77
Date reported

Project Baldock Slough-S. Baker Intchge. Lift 4
Highway Old Oregon Trail
Contractor No. 7491
Submitted by C. J. Gregg
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 3 To be used
Sampled or inspected by R. Forrester Quantity represented

Test results from Cut Sample, Single Lift of 34 inches.

|  |  |  |  |
|---|---|---|---|
| Gradation: | P 1" - 100 | P 3/8" - 66 | P #40 - 12.0 |
|  | P 3/4" - 93 | P 1/4" - 48 | P #200 - 6.0 |
|  | P 1/2" - 76 | P#10 - 23 | Asphalt Content - 4.9 |

Moisture content at time of extraction - 0.52%

Samples fabricated from cut samples (ASTM - 1560-1561)

|  | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.35 | 2.41 |
| Hveem "S" Value | 39 | 50 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) |  | 1.2 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 58
Kinematic Viscosity @ 275° F. - 577
Absolute Viscosity @ 140° F. - 5028

| T-112-74 | Friable Particles % Loss |
|---|---|
| 1½-3/4 |  |
| 3/4-3/8 | 0.08 |
| 3/8-4 | 0.12 |
| 4-16 | 0.14 |

**REPORT TO:**

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

[illegible]-130

For PMBB design #980471 with production tolerance.

(1) Gradation and asphalt content is satisfactory.
(2) Stability and void content is satisfactory.
(3) Asphalt recovered from mix is of a satisfactory consistency.
(4) Percentage of friable particles in mix is not excessive.

## .EGON STATE HIGHWAY DIVISIO.
### Materials Section

# Laboratory Report

#15089

Project Baldock Slough-Richland Intchge.
Laboratory No. Prefix No. 601-1903-910
Highway Old Oregon Trail
County Baker
Contractor
Contract No.
F. A. Project No.
Submitted by C. J. Gregg
Date Reported
Laboratory Charges

2 Sacks

**REPORT ON SAMPLE OF**

Source of material M.P. 301.00, W.B. 10' Lt. W.B. Cent. Ln., Outside Lane
Sampled or inspected at Hole #3 Depth 11"-16½"
Data No. 10063
To be used Base
Date received 11-9-77
Sampled or inspected by R. S. Forrester
Quantity represented

**TEST RESULTS**

| CONSTANTS | | Expansion Pressure and "R" Value T-190 | | | | | | Mech. Anal. T-88 | |
|---|---|---|---|---|---|---|---|---|---|
| T-89 | 19 | Moisture % | 9.6 | 8.6 | 8.1 | 7.6 | | Sieve Size | % Passing |
| T-90 | NP | Exudation Press. psi | 23 | 113 | 174 | 501 | | 4 | |
| Gr. (Le Chat.) | 2.65 | Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 0.0 | | 3 | |
| Equiv. | 36 | Displacement | 5.7 | 4.9 | 4.6 | 5.2 | | 2 | 100.0 |
| s. M-145 | A-1-a | Compaction, psi | 207 | 233 | 256 | 256 | | 1½ | 99.8 |
| nic % | | "R" Value | 78 | 81 | 83 | 84 | | 1 | 99.0 |
| Moist. % | 4.3 | Density pcf | 116.1 | 122.5 | 128.5 | 125.7 | | ¾ | 92.7 |
| Angeles Abrasion T-96 | | Water loss ml. | 80 | 175 | 0 | 175 | | ½ | 68.7 |
| rading % Wear | | Comp. water | | | | | | ⅜ | 59.4 |
| on Degradation | | loss at blows | – | – | – | – | | ¼ | 47.0 |
| 20 %, Ht. in. | | | | | | | | 4 | 40.2 |
| | | | | | | | | 10 | 23.2 |
| Moist.-Density Relations | | | | | | | | 40 | 12.9 |
| T-99 ☒ T-180 ☐ Harvard ☐ | | | | | | | | 60 | 11.2 |
| Dry Density pcf | % Moisture | | | | | | | 200 | 8.5 |
| 121.1 | 4.6 | | | | | | | | |
| 129.6 | 5.7 | | | | | | | | |
| 134.2 | 8.1 | | | | | | | | |
| 131.8 | 9.6 | | | | | | | | |

| HYDROMETER ANALYSIS: | Passing No 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 76.8 % |
| Coarse sand, 2.0 to 0.42 mm. | 44.5 % | 10.3 % |
| Fine sand, 0.42 to 0.074 mm. | 18.8 % | 4.4 % |
| Silt, 0.074 to .02 mm. | 13.1 % | 3.1 % |
| Silt, 0.02 to 0.005 mm. | 12.7 % | 2.9 % |
| Clay, smaller than 0.005 mm. | 10.9 % | 2.5 % |

Material as represented by these samples (does) (does not) comply with specifications.

**TEST REPORT DISTRIBUTIONS:**

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted using [illegible] Also unable to fabricate T190 specimens of higher moisture content.

Engineer of Materials

[illegible]

Oregon State
HIGHWAY DIVISION
Materials Section

## SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10063
LABORATORY REPORT NUMBER
77-15089

## SAMPLE DATA

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

| | | | |
|---|---|---|---|
| ect: Baldock Slough-Richland Intchge. | | | Prefix No.: 601-1903-910 |
| way: Old Oregon Trail | Contract No.: | | County: Baker |
| ractor: | Res. Engr.: | | F.A. Proj. No.: |
| itted by: C. J. Gregg | Sampled by: R. Forrester | | Date Sampled: |

ple No. Quantity Represented

Purpose of Sample:
Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

EGATE MIX: SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

DED USE:
Base

Y OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
xisting Roadway, M.P. 301.00, W.B., 10' Lt W.B.
enter Line, Outside Lane

ED AT:
Hole #3, Depth 11"-16½"

RKS.

ier Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Pa |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
-11 ☐ T-27 ☐ T-30 ☑ OSHD % FRACT

| e | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 1½ | 0 | 0 | 100 | By Wt |
| 1 | 2 | 2 | 98 | 0 |
| 3/4 | 10 | 12 | 88 | 59.1 |
| 1/2 | 22 | 34 | 66 | 59.5 |
| 3/8 | 7 | 41 | 59 | 63.9 |
| 1/4 | 12 | 53 | 47 | 74.8 |
| 4 | 6 | 59 | 41 | |
| 10 | 16 | 75 | 25 | |
| 40 | 10 | 85 | 15 | |
| 200 | 5.5 | 90.5 | 9.5 | |
| -200 | 9.5 | 100 | | |
| | | | Ave | 72.8 |

al wt. of sample = 3725.3 gm
OSHD Asphalt ____%
-27 P#10 of P¼ ____%
-11 P200 9.5 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Recei 11-9-7
Date Report
Lab. Charges $ 50.00

] FHWA
] Construction Engineer
] Region Engineer
] Resident Engineer
] District Engineer
] Geology and Soils
] Reg. Geologist
] Files

Engineer of Materials

RUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

OREGON STATE HIGHWAY DIVISION
Materials Section

# Laboratory Report

Laboratory No. 77-15091
Prefix No. 601-1903-910

Project Baldock Slough-Richland Intchge.
Highway Old Oregon Trail
County Baker
Contractor
Contract No.
F. A. Project No.
Submitted by C. J. Gregg
Date Reported
Laboratory Charges

2 Sacks

**REPORT ON SAMPLE OF**

Source of material E.[illegible]. 301.00, W.B. 10' Lt. W.B. Cent. Ln., Outside Lane
Sampled or inspected at Hole #3 Depth 16½"-28"
Data No. 10063
To be used Sub-Base
Date received 11-9-77
Sampled or inspected by R. S. Forrester
Quantity represented

**TEST RESULTS**

IL CONSTANTS
L. T-89 [illegible]
T-90
Gr. (Le Chat.) 2.65
nd Equiv. 18 A-3
ss. M-145 A-1-a
ganic %
t. Moist. 5.4 %
s Angeles Abrasion T-96
Grading % Wear
egon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 9.9 | 9.5 | 8.5 | 7.6 | |
| Exudation Press. psi | 69 | 79 | 125 | 304 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 2.0 | |
| Displacement | 3.4 | 3.5 | 3.4 | 3.5 | |
| Compaction, psi | 10 | 62 | 110 | 184 | |
| "R" Value | 9 | 18 | 23 | 58 | |
| Density pcf | 128.7 | 129.8 | 131.1 | 131.5 | |
| Water loss ml. | 50 | 0 | 0 | 0 | |
| Comp. water loss at blows | 100 | – | – | – | |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | 100.0 |
| 2 | 99.1 |
| 1½ | 96.1 |
| 1 | 85.9 |
| ¾ | 75.5 |
| ½ | 62.8 |
| ⅜ | [illegible] |
| ¼ | 48.4 |
| 4 | 40.5 |
| 10 | 30.8 |
| 40 | 21.1 |
| 60 | 17.3 |
| 200 | 11.8 |

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 121.8 | 4.2 |
| 131.0 | 6.4 |
| 132.8 | 8.2 |
| 130.9 | 9.4 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 69.2 % |
| Coarse sand, 2.0 to 0.42 mm. | 31.4 % | 9.7 % |
| Fine sand, 0.42 to 0.074 mm. | 30.2 % | 9.3 % |
| Silt, 0.074 to .02 mm. | 13.6 % | 4.2 % |
| Silt, 0.02 to 0.005 mm. | 10.7 % | 3.3 % |
| Clay, smaller than 0.005 mm. | 14.1 % | 4.3 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted in basket. Also unable to fabricate T190 specimens of higher moisture content. 9.9% sample was compacted using a metal plate.

Engineer of Materials

SP*06066-734

Oregon State
HIGHWAY DIVISION
Materials Section
81-734-1880

## SAMPLE DATA
AND
## LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10063
LABORATORY REPORT NUMBER
**15091**

## SAMPLE DATA

CATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

et: Baldock Slough-Richland Intchge.
way: Old Oregon Trail
Contract No.:
actor:
Res. Engr.:
itted by: C. J. Gregg
Sampled by: R. Forrester
Prefix No.: 601-1903-910
County: Baker
F.A. Proj. No.:
Date Sampled:
ple No.
Quantity Represented
Purpose of Sample:
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:
EGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT.
DED USE
-b-Base
Y OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
xisting Roadway, M.P. 301.00, W.B., 10' Lt W.B.
enter Line, Outside Lane
LED AT:
ole #3, Depth 16½"-28"
RKS.
er
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | % P |
|---|---|---|

## LABORATORY REPORT

SIEVE ANALYSIS

T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

| ve | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 2 | 0 | 0 | 100 | |
| 1½ | 2 | 2 | 98 | |
| 1 | 8 | 10 | 90 | |
| 3/4 | 10 | 20 | 80 | |
| 1/2 | 15 | 35 | 65 | |
| 3/8 | 7 | 42 | 58 | |
| 1/4 | 10 | 52 | 48 | |
| 4 | 4 | 56 | 44 | |
| 10 | 11 | 67 | 33 | |
| 40 | 11 | 78 | 22 | |
| 200 | 9.8 | 87.8 | 12,2 | |
| P200 | 12,2 | 100 | | |

al wt. of sample = 4775,3 gm
OSHD Asphalt %
T-27 P#10 of P¼ %
T-11 P200 12.2 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBE ☐ CTB
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. Bulk Absorp.
☐ T-85 Sp. Gravity, Appar. Bulk Absorp.
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ¾-⅜ ⅜-4 C.A.
4-8 8-16 16-30
30-50 50-100 Ledge Rock F.A.
☐ OSHD DEGRAD Ht. in. P20 % Ref. Ht. in. P20
RETAINED 1" Ht. in. P20 % Ref. Ht. in. P20
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Rece: 11-9-7
Date Repor
Lab. Charge: $ 10.00

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
Reg. Geologist
☐ Files

Engineer of Materials

CTION Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

SP*197

U.

## OREGON STATE HIGHWAY DIVISION
### Materials Section

# Laboratory Report

77-15093

| | | | |
|---|---|---|---|
| Project | Baldock Slough-Richland Intchge. | Laboratory No. Prefix No. | 601-1903-910 |
| Highway | Old Oregon Trail | County | Baker |
| Contractor | Contract No. | F. A. Project No. | |
| Submitted by | C. J. Gregg | Date Reported | |
| | | Laboratory Charges | |

### REPORT ON SAMPLE OF

2 Sacks

| | | | |
|---|---|---|---|
| Source of material | M.P. 301.00, W.B. 2' Lt. of Edge of Pavement | | |
| Sampled or inspected at | Hole #3A Depth 28"-34" | Data No. | 10063 |
| To be used | Sub-Grade | Date received | 11-9-77 |
| Sampled or inspected by | R. S. Forrester | Quantity represented | |

### TEST RESULTS

IL CONSTANTS

| | | |
|---|---|---|
| . T-89 | NP [illegible] | |
| T-90 | NP | |
| Gr. (Le Chat.) | | |
| d Equiv. | | |
| s M-145 | A-1-b | |
| anic | | % |
| . Moist. | 12.6 | % |
| Angeles Abrasion | | T-96 |
| Grading | | % Wear |
| gon Degradation | | |
| P20 | %, Ht. | in. |

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 12.6 | 12.0 | 10.6 | | |
| Exudation Press. psi | 50 | 79 | 398 | | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.5 | | |
| Displacement | 4.1 | 4.2 | 3.8 | | |
| Compaction, psi | 86 | 110 | 207 | | |
| "R" Value | 63 | 67 | 80 | | |
| Density pcf | 121.1 | 121.6 | 124.0 | | |
| Water loss ml. | 0 | 0 | 0 | | |
| Comp. water | | | | | |
| loss at blows | 100 | – | – | | |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | 100.0 |
| 2 | 99.5 |
| 1½ | 98.2 |
| 1 | 93.9 |
| ¾ | 87.3 |
| ½ | 77.4 |
| ⅜ | 70.3 |
| ¼ | 60.9 |
| 4 | 56.1 |
| 10 | 44.2 |
| 40 | 33.3 |
| 60 | 26.2 |
| 200 | 13.2 |

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 117.7 | 6.7 |
| 122.5 | 9.5 |
| 122.7 | 10.9 |
| 121.6 | 12.6 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 55.9 % |
| Coarse sand, 2.0 to 0.42 mm. | 24.6 % | 10.9 % |
| Fine sand, 0.42 to 0.074 mm. | 45.6 % | 20.1 % |
| Silt, 0.074 to .02 mm. | 14.3 % | 6.4 % |
| Silt, 0.02 to 0.005 mm. | 9.6 % | 4.2 % |
| Clay, smaller than 0.005 mm. | 5.6 % | 2.6 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

Remarks Sample was prepared for testing after air drying.
Unable to fabricate T190 specimens of higher moisture content.

Engineer of Materials

HP*66068-734

Form 81-134-3000

Page 1 of 4

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

Laboratory No. 77-17527
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge $ 848 00

BITUMINOUS Cut Sample Set No. 4
Project Baldock Slough-S. Baker Intchge. Lift 1
Highway Old Oregon Trail
Contractor 1971-2 Paving - Baldock Slough-Richland I.t No. 7491
Submitted by C. J. Gregg
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 4 To be used
Sampled or inspected by R. Forrester Quantity represented

Date received 12-21-77
Date reported Jan. 25, 1978

---

Test results from Cut Sample, Single Lift of 1.9 inches.

| | | | | | |
|---|---|---|---|---|---|
| Gradation: P 1" - | 100 | P 3/8" - | 82 | P #40 - | 14 |
| P 3/4" - | 98 | P 1/4" - | 65 | P #200 - | 6.0 |
| P 1/2" - | 91 | P#10 - | 31 | Asphalt Content - | 5.2 |

Moisture content at time of extraction - 0.42 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.30 | 2.37 |
| Hveem "S" Value | 41 | 63 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | | 3.3 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 19
Kinematic Viscosity @ 275° F. - 1274
Absolute Viscosity @ 140° F. - 37,085

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.05 |
| 3/8-4 | 0.13 |
| 4-16 | 0.32 |

For Class "B" Asphalt concrete design #984986 with production job mix tolerances:

(1) Gradation and asphalt content is satisfactory.
(2) Stability & void content is satisfactory.
(3) Asphalt recovered from mix is of a harder consistency than expected for a 5 year old pavement with 60-70 grade.
(4) Percentage of friable particles contained in mix is not excessive.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
X☐ Files
X V. Moore
X C. Gregg
X J. Wilson

Pag. 2 of 4

Form 81-131-3069

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

|  |  |  |  |
|---|---|---|---|
|  | BITUMINOUS Cut Sample Set No. 4 | Laboratory No. | 77- 17527 |
|  |  | Data Sheet No. | 10065 |
|  |  | Prefix | 601-1903-910 |
| Project | Baldock Slough-S. Baker Intchge. Lift 2 | Laboratory charge |  |
| Highway | Old Oregon Trail |  |  |
| Contractor | No. 7491 | Date received | 12-21-77 |
| Submitted by | C. J. Gregg | Date reported |  |
| Source of Material | Existing Roadway, N.P. |  |  |
| Sampled or inspected at | Hole # 1 | To be used |  |
| Sampled or inspected by | R. Forrester | Quantity represented |  |

Test results from Cut Sample, Single Lift of 1.7 inches.

| Gradation: | P 1" - 100 | P 3/8" - 75 | P #40 - 15 |
|---|---|---|---|
|  | P 3/4" - 99 | P 1/4" - 58 | P #200 - 5.4 |
|  | P 1/2" - 88 | P#10 - 29 | Asphalt Content - 5.2 |

Moisture content at time of extraction - 0.37 %

Samples fabricated from cut samples (ASTM - 1560-1561)

|  | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity, | 2.37 | 2.42 |
| Hveem "S" Value | 42 | 20 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) |  | 0.4 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 32

Kinematic Viscosity @ 275° F. - 790

Absolute Viscosity @ 140° F. - 11,808

T-112-74 Friable Particles

|  | % Loss |
|---|---|
| 1½-3/4 |  |
| 3/4-3/8 | 0.04 |
| 3/8-4 | 0.12 |
| 4-16 | 0.24 |

For Class "B" asphalt concrete design #984986 with production job mix tolerances:

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineers
☐ District Engineer
☐ Materials, Portland
☐ Files

1. Gradation and asphalt content is satisfactory.
2. Stability and void content is satisfactory.
3. Asphalt recovered from mix is of the expected consistency.
4. Percentage of friable particles contained in mix is not excessive.

John C. Jenkins

83-7364-6-331

Form 61-734-3069

Page 3 of 4

**OREGON STATE HIGHWAY DIVISION**
**MATERIALS SECTION LABORATORY RECORD**

Laboratory No. 77- 17527
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge

BITUMINOUS Cut Sample Set No. 4
Project Baldock Slough-S. Baker Intchge. Lift 3
Highway Old Oregon Trail
Contractor No. 7491
Date received 12-21-77
Submitted by C. J. Gregg
Date reported
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 4
To be used
Sampled or inspected by R. Forrester
Quantity represented

---

Test results from Cut Sample, Single Lift of 3.5 inches.

| | | | |
|---|---|---|---|
| Gradation: | P 1" - 100 | P 3/8" - 68 | P #40 - 13 |
| | P 3/4" - 91 | P 1/4" - 52 | P #200 - 6.3 |
| | P 1/2" - 76 | P#10 - 25 | Asphalt Content - 4.8 |

Moisture content at time of extraction - 0.1 %

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp: | 2nd Comp: |
|---|---|---|
| Bulk Specific Gravity | 2.35 | 2.40 |
| Hveem "S" Value | 49 | 53 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | | 1.2 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 49
Kinematic Viscosity @ 275° F. - 567
Absolute Viscosity @ 140° F. - 4,335

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.08 |
| 3/8-4 | 0.12 |
| 4-16 | 0.27 |

For PMBB Design #980471 with production tolerance:

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

(1) Gradation and asphalt content is satisfactory.
(2) Stability & void content is satisfactory.
(3) Asphalt recovered from mix is of the expected consistency.
(4) Percentage of friable particles contained in mix is not excessive.

John C. Jenkins

[illegible]

Page 4 of 4

Form 61-134-3000

## OREGON STATE HIGHWAY DIVISION
## MATERIALS SECTION LABORATORY RECORD

BITUMINOUS Cut Sample Set No. 4

Laboratory No. 77- 17527
Data Sheet No. 10065
Prefix 601-1903-910
Laboratory charge
Project Baldock Slough-S. Baker Intchge. Lift 4
Highway Old Oregon Trail
Contractor No. 7491
Date received 12-21-77
Submitted by C. J. Gregg
Date reported
Source of Material Existing Roadway, M.P.
Sampled or inspected at Hole # 4
To be used
Sampled or inspected by R. Forrester
Quantity represented

Test results from Cut Sample, Single Lift of 2.8 inches.

| | | | |
|---|---|---|---|
| Gradation: | P 1" - 100 | P 3/8" - 65 | P #40 - 13 |
| | P 3/4" - 95 | P 1/4" - 52 | P #200 - 6.4 |
| | P 1/2" - 78 | P#10 - 25 | Asphalt Content - 5.3 |

Moisture content at time of extraction - 0.42%

Samples fabricated from cut samples (ASTM - 1560-1561)

| | 1st Comp | 2nd Comp |
|---|---|---|
| Bulk Specific Gravity | 2.39 | 2.43 |
| Hveem "S" Value | 40 | 40 |
| Hveem "C" Value | — | — |
| % Voids (Rice Method) | | 0.8 |

Recovered asphalt by Abson Method (AASHTO - T-170)

Penetration @ 77° F. - 56
Kinematic Viscosity @ 275° F. - 527
Absolute Viscosity @ 140° F. - 4104

T-112-74 Friable Particles

| | % Loss |
|---|---|
| 1½-3/4 | |
| 3/4-3/8 | 0.09 |
| 3/8-4 | 0.13 |
| 4-16 | 0.25 |

For PMBB Design #980471 with production tolerance:

(1) Gradation and asphalt content is satisfactory.
(2) Stability and void content is satisfactory.
(3) Asphalt recovered from the mix is of the expected consistency.
(4) Percentage of friable particles contained in mix is not excessive.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

61-18000-730

John C. Jenkins

REGON STATE HIGHWAY DIVISIO
Materials Section

# Laboratory Report

Laboratory No. 77-16070
Prefix No. 601-1903-910

**Project** Baldock Slough-Richland Intchge.
**Highway** Old Oregon Trail
**County** Baker
**Contractor**
**Contract No.**
**F. A. Project No.**
**Submitted by** C. J. Gregg
**Date Reported**
**Laboratory Charges**

2 Sacks

**REPORT ON SAMPLE OF**

**Source of material** Roadway, M.P. 298.00, E.B., 10' Rt. E.B. Cent. Line, Outside lane
**Sampled or inspected at** Hole #4, Depth 11"-17"
**Data No.** 10064
**To be used** Base
**Date received** 11-21-77
**Sampled or inspected by** R. S. Forrester 11-16-77
**Quantity represented**

**TEST RESULTS**

| L CONSTANTS | | Expansion Pressure and "R" Value T-190 | | | | | | Mech. Anal. T-88 | |
|---|---|---|---|---|---|---|---|---|---|
| T-89 | 18 | Moisture % | 9.3 | 8.3 | 7.3 | 6.8 | | Sieve Size | % Passing |
| T-90 | N.P. | Exudation Press. psi | 8 | 175 | 239 | 509 | | 4 | |
| Gr. (Le Chat.) | 2.70 | Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 0.0 | | 3 | |
| Equiv. | 31 | Displacement | 4.8 | 5.1 | 4.9 | 4.9 | | 2 | |
| M-145 | A-1-a | Compaction, psi | 62 | 110 | 256 | 305 | | 1½ | 100.0 |
| nic % | | "R" Value | 77 | 77 | 76 | 77 | | 1 | 99.5 |
| Moist. % | 4.0 | Density pcf | 127.7 | 125.6 | 131.0 | 128.6 | | ¾ | 95.4 |
| Angeles Abrasion T-96 | | Water loss ml. | 200 | 200 | 200 | 200 | | ½ | 79.9 |
| rading % Wear | | Comp. water | | | | | | ⅜ | 69.3 |
| on Degradation | | loss at blows | – | – | – | – | | ¼ | 53.0 |
| 20 %, Ht. in. | | | | | | | | 4 | 43.8 |
| | | | | | | | | 10 | 26.0 |
| Moist.-Density Relations | | | | | | | | 40 | 14.6 |
| T-99 ☒ T-180 ☐ Harvard ☐ | | | | | | | | 80 | 12.5 |
| Dry Density pcf | % Moisture | | | | | | | 200 | 9.2 |
| 129.6 | 4.8 | | | | | | | | |
| 132.5 | 6.4 | | | | | | | | |
| 135.6 | 7.9 | | | | | | | | |
| 137.5 | 8.3 | | | | | | | | |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 74.0 % |
| Coarse sand, 2.0 to 0.42 mm. | 43.6 % | 11.4 % |
| Fine sand, 0.42 to 0.074 mm. | 20.8 % | 5.4 % |
| Silt, 0.074 to .02 mm. | 13.0 % | 3.4 % |
| Silt, 0.02 to 0.005 mm. | 11.5 % | 3.0 % |
| Clay, smaller than 0.005 mm. | 10.9 % | 2.8 % |

Material as represented by these samples (does) (does not) comply with specifications.

**TEST REPORT DISTRIBUTIONS:**
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

**Remarks** Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted in baskets.
Unable to fabricate T99 and T190 specimens of higher moisture content due to large water loss during compaction.

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section

## SAMPLE DATA
AND
## LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10064
LABORATORY REPORT NUMBER
77-**16070**

## SAMPLE DATA

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ect: Baldock Slough-Richland Intchge.
Prefix No.: 601-1903-910
way: Old Oregon Trail
Contract No.:
County: Baker
actor:
Res. Engr.:
F.A. Proj. No.:
itted by: C. J. Gregg
Sampled by: R. S. Forrester
Date Sampled: 11-16-77
ple No.
Quantity Represented
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

EGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

DED USE:
Base

RY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
Roadway M.P. 298.00, E.B., 10' Rt. E.B. Cent. ln., Outside Lane

LED AT:
Hole #4., Depth 11"-17"

RKS:

her
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

| Sieve Size | % Retained | % P |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
T-11 ☐ T-27 ☐ T-30

☑ OSHD % FRACT

| e | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 1½ | 0 | 0 | 100 | |
| 1 | 1.0 | 1.0 | 99.0 | |
| ¾ | 5.4 | 6.4 | 93.6 | |
| ½ | 15.3 | 21.7 | 78.3 | |
| ⅜ | 10.6 | 32.3 | 67.7 | |
| ¼ | 15.5 | 47.8 | 52.2 | |
| 4 | 9.0 | 56.8 | 43.2 | |
| 10 | 16.8 | 73.6 | 26.4 | |
| 40 | 11.6 | 85.2 | 14.8 | |
| 200 | 5.2 | 90.4 | 9,6 | |
| -200 | 9.6 | 100 | | |

al wt. of sample = 3599.7 gm
OSHD Asphalt . . . . . . ____%
-27 P#10 of P¼ . . . . . ____%
-11 -200 . . . . . . 9.6 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20
RETAINED 1" Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐

REMARKS:

Date Recei
11-21-
Date Report
Lab. Charges
$ 40.00

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

Engineer of Materials

RUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

**OREGON STATE HIGHWAY DIVISION**
**Materials Section**

# Laboratory Report

Laboratory No. 77-16072
Prefix No. 601-1903-910

Project Baldock Slough-Richland Intchge.
Highway Old Oregon Trail
Contractor
Contract No.
County Baker
F. A. Project No.
Submitted by C. J. Gregg
Date Reported
Laboratory Charges

2 Sacks

**REPORT ON SAMPLE OF**

Source of material Roadway, M.P. 298.00, E.B., 10' Rt. E.B. Cent. Line, Outside Lane
Sampled or inspected at Hole #4, 17"-27" Depth
Data No. 10064
To be used Sub-Base
Date received 11-21-77
Sampled or inspected by R. S. Forrester 11-16-77
Quantity represented

**TEST RESULTS**

IL CONSTANTS
L. T-89 N.P. (Non. [illegible])
I. T-90 N.P.
Gr. (Le Chat.) 2.67
nd Equiv. 28
ss. M-145 A-1-a
ganic %
t. Moist. 4.5 %
s Angeles Abrasion T-96
Grading % Wear
egon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 8.8 | 7.4 | 7.0 | 6.1 | |
| Exudation Press. psi | 28 | 139 | 410 | 700 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 0.0 | |
| Displacement | 4.3 | 4.2 | 4.1 | 4.8 | |
| Compaction, psi | 86 | 158 | 184 | 256 | |
| "R" Value | 79 | 81 | 85 | 86 | |
| Density pcf | 130.0 | 132.5 | 131.4 | 127.8 | |
| Water loss ml. | 25 | 25 | 200 | 200 | |
| Comp. water | | | | | |
| loss at blows | 100 | - | - | - | |

Mech. Anal. T-88

| Sieve Size | % Passing |
|---|---|
| 4 | |
| 3 | |
| 2 | 100.0 |
| 1½ | 99.0 |
| 1 | 90.4 |
| ¾ | 80.3 |
| ½ | 65.8 |
| ⅜ | 56.9 |
| ¼ | 46.2 |
| 4 | 40.7 |
| 10 | 29.7 |
| 40 | 15.4 |
| 80 | 10.3 |
| 200 | 5.9 |

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 127.0 | 4.9 |
| 131.3 | 6.7 |
| 135.8 | 8.2 |
| 133.7 | 9.4 |

HYDROMETER ANALYSIS:

| | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 70.3 % |
| Coarse sand, 2.0 to 0.42 mm. | 48.2 % | 14.3 % |
| Fine sand, 0.42 to 0.074 mm. | 32.0 % | 9.5 % |
| Silt, 0.074 to .02 mm. | 6.3 % | 1.9 % |
| Silt, 0.02 to 0.005 mm. | 4.4 % | 1.3 % |
| Clay, smaller than 0.005 mm. | 9.1 % | 2.7 % |

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted in baskets. Also unable to fabricate T190 specimens of higher moisture content.

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
81-434-3

# SAMPLE DATA
AND
# LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 10064
LABORATORY REPORT NUMBER
77-16072

## SAMPLE DATA

CATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ct: Baldock Slough-Richland Intchge.
Prefix No.: 601-1903-910
vay: Old Oregon Trail
Contract No.:
County: Baker
ctor:
Res. Engr.:
F.A. Proj. No.: "
tted by: C. J. Gregg
Sampled by: R. S. Forrester
Date Sampled: 11-16-77
ple No.
Quantity Represented
Purpose of Sample:
Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

GATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

ED USE:
ub-Base
Y OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
oadway M.P. 298.00, E.B., 10' Rt. E.B. Cent.
., Outside Lane
ED AT:
ole #4, Depth 17"-27"
KS:

er
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Pas |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
-11 ☐ T-27 ☐ T-30
☐ OSHD % FRACT

| | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 2 | 0 | 0 | 100 | |
| 1½ | 5.8 | 5.8 | 94.2 | |
| 1 | 11.6 | 17.4 | 82.6 | |
| 3/4 | 7.1 | 24.5 | 75.5 | |
| 1/2 | 13.1 | 37.6 | 62.4 | |
| 3/8 | 7.7 | 45.3 | 54.7 | |
| 1/4 | 8.1 | 53.4 | 46.6 | |
| 4 | 5.1 | 58.5 | 41.5 | |
| 10 | 10.8 | 69.3 | 30.7 | |
| 40 | 12.3 | 81.6 | 18.4 | |
| 200 | 11.4 | 93.0 | 7.0 | |
| -200 | 7.0 | 100 | | |

wt. of sample = 5563.2gm
SHD Asphalt ____%
27 P#10 of P¼ ____%
11 P200 7.0 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20
RETAINED 1" Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐
REMARKS:

Date Receive 11-21-7
Date Reporte
Lab. Charges $ 40.00

FHWA
Construction Engineer
Region Engineer
Resident Engineer
District Engineer
Geology and Soils
Reg. Geologist
Files

Engineer of Materials

UCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

## REGON STATE HIGHWAY DIVISI

**Materials Section**

# Laboratory Report

Laboratory No. 77-**16074**
Prefix No. 601-1903-910

Project Baldock Slough-Richland Intchge.
Highway Old Oregon Trail
County Baker
Contractor
Contract No.
F. A. Project No.
Submitted by C. J. Gregg
Date Reported
Laboratory Charges

2 Sacks

**REPORT ON SAMPLE OF**

Source of material Roadway, M.P. 298.00, E.B., 2' Rt. of edge of Pavement
Sampled or inspected at Hole #4A, Depth 27"-37"
Data No. 10064
To be used Sub-Grade
Date received 11-21-77
Sampled or inspected by R. S. Forrester 11-16-77
Quantity represented

### TEST RESULTS

**IL. CONSTANTS**

| | | |
|---|---|---|
| T-89 | 18 | |
| T-90 | NP | |
| Gr. (Le Chat.) | 2.67 | |
| d Equiv. | | |
| s. M-145 | A-1-a | |
| anic | | % |
| Moist. | 7.6 | % |
| Angeles Abrasion | T-96 | |
| Grading | | % Wear |
| gon Degradation | | |
| P20 | %, Ht. | in. |

**Expansion Pressure and "R" Value T-190**

| | | | | | |
|---|---|---|---|---|---|
| Moisture % | 10.1 | 8.7 | 7.5 | 6.9 | |
| Exudation Pres. psi | 20 | 115 | 302 | 393 | |
| Expansion Pres. CT in | 0.0 | 0.0 | 0.0 | 0.0 | |
| Displacement | 3.9 | 3.8 | 4.1 | 3.7 | |
| Compaction, psi | 10 | 86 | 158 | 207 | |
| "R" Value | 24 | 42 | 78 | 91 | |
| Density pcf | 126.1 | 131.0 | 130.8 | 134.9 | |
| Water loss ml. | 75 | 10 | 200 | 25 | |
| Comp. water loss at blows | 100 | – | – | – | |

**Mech. Anal. T-88**

| Sieve Size | % Passin |
|---|---|
| 4 | |
| 3 | |
| 2 | |
| 1½ | 100.0 |
| 1 | 98.1 |
| ¾ | 94.7 |
| ½ | 44.5 |
| ⅜ | 39.6 |
| ¼ | 33.1 |
| 4 | 29.7 |
| 10 | 21.8 |
| 40 | 15.2 |
| 60 | 11.7 |
| 200 | 7.2 |

**Moist.-Density Relations**

T-99 ☑ T-180 ☐ Harvard ☐

| Dry Density pcf | % Moisture |
|---|---|
| 124.3 | 4.8 |
| 133.5 | 6.6 |
| 132.8 | 8.9 |
| 131.7 | 9.6 |

| HYDROMETER ANALYSIS: | Passing No. 10 | Total Sample |
|---|---|---|
| Particles larger than 2.0 mm. | % | 78.2 % |
| Coarse sand, 2.0 to 0.42 mm. | 30.2 % | 6.6 % |
| Fine sand, 0.42 to 0.074 mm. | 26.4 % | 9.0 % |
| Silt, 0.074 to .02 mm. | 19.3 % | 2.4 % |
| Silt, 0.02 to 0.005 mm. | 9.4 % | 2.0 % |
| Clay, smaller than 0.005 mm. | 15.0 % | 3.3 % |

Material as represented by these samples (does) (does not) comply with specifications.

**TEST REPORT DISTRIBUTIONS:**

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

Remarks Sample was prepared for testing after air drying.
All stabilometer (T-190) samples were compacted in baskets. Also unable to fabricate T190 specimens of higher moisture content.
10.1% stabilometer (T-190) sample was compacted using a metal plate.

Engineer of Materials

8753 80N

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: May 31, 1978

In reply refer to: HFO.4-OR

SUBJECT: Oregon Project I-80N-7(53)296
~~Baldock Slough-S. Baker Interchange Section~~
Special Provisions

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager, Technical Services
Oregon Department of Transportation
Salem, Oregon

We have reviewed Section 403 of the Special Provisions for this project submitted with your letter of May 22. We concur in these provisions.

G. K. Hoover
for G. L. Green

cc:
OSHD (Sullivan)

NOTED
E. S. HUNTER

1 Versteeg ✓
Christensen
George
Olsen
Terpin
2 Sullivan JWS
Scott
Savage

RECEIVED
JUN 02 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
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RECEIVED
TECHNICAL SERVICES
JUN 1 '78
REFER TO Versteeg
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| X | | | | | | |

8753

8

**OREGON STATE**
**HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 27, 1978

NOTED
E. B. HUNT

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Attention: Glenn K. Hossner

Dear Mr. Green:

Re: Baldock Slough-S. Baker Interchange
Old Oregon Trail Highway
Baker County

It is proposed to use crushed material from the Magpie Peak Quarry, Source #1-51-5, M.P. 298.68, Old Oregon Trail Highway, Identification #01-0060, as a mandatory source for surfacing aggregates on the project. Material from this quarry has been tested and found acceptable.

Commercial sources in the area are "Baker Flat" gravels which tend to have excessive fines. We have had some poor experiences with this material in the past, finding it difficult to control the fines. It may be possible with the proper technique and equipment, closely monitored to produce an acceptable product.

We believe the Magpie Peak Quarry, as a mandatory source, will provide quality aggregates and a durable pavement. We are reluctant on a project of this magnitude on the Interstate System to allow the use of material with inherent problems.

RECEIVED
TECHNICAL SERVICES
MAY 1 '78
REFER TO
FOR

We believe the best interest of the public will be served in making the use of this source mandatory and solicit your approval.

Very truly yours,

J. H. Versteeg
Engineering
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
D. H. Moehring
C. T. Keasey
W. E. Schwartz
D. E. Swan
Jack Sullivan
Fred Eriksen

8753

80N

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/26/78

5-25-78 Bid Letting ______________ All Clear Deadline

SECTION BALDOCK SLOUGH-S. BAKER INTERCHANGE
Highway Old Oregon Trail
County Baker Region 5
Type of Work Overlay Funds RRR
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | No apparent conflicts |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Have current permit |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8753

**STATE OF OREGON** INTEROFFICE MEMO 80N

TO: J. H. Versteeg
Head of Engineering
Attn: Fred Eriksen

DATE: March 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Baldock Slough - S. Baker Interchange Sec.
M.P. 297.20 to M.P. 306.50
Highway: Old Oregon Trail Highway No. 6
County: Baker

At your request, we have reviewed the accident history on the subject section. Based on information available, no problem areas could be identified. The accident rate was similar to that found on other state highways. No special corrective treatment is indicated at this time.

L E George
L. E. George
Traffic Engineer Supervisor

GE:rah

1 Versteeg ✓
2 Christensen Don
George
Olson
Terpin
Sullivan
Scott
Savage

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MAR 06 1978
ENGINEERING SECTION

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REFERRED TO
Beard Dorn
✓ Cole Comple
Eriksen FE Watson
Hagen Lou
[✓ Return] Blues Do File Copy Due
BY FINAL DESIGN ENGINEER

81-125-1307

8753

80N

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 16, 1978
17,

FROM: W. E. Schwartz
Region Engineer

S

TO: J. E. Backstrand
Supervising Structural
Design Engineer

SALEM

SUBJECT: Bridge Deck Overlays
Baldock Slough-South Baker
Interchange Section
Old Oregon Trail Highway
Baker County

We do not concur with your recommendations of February 7, 1978 to Duane Christensen for overlaying subject bridge decks.

Your proposal would involve a costly construction procedure which requires the use of specialty equipment that is not readily available. Also, the possibility of damaging the membrane seal exists. The decks are not in that bad shape.

We would recommend that the proposed overlays be feathered out at each bridge end with no overlay across the decks. The end of the tapered section should be at the point where the impact panel meets the bridge deck. If minor problems occur with the deck surfacing, we will take care of them with maintenance patching, being careful not to significantly increase the deck dead loads.

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

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FEB 17 1978
ENGINEERING SECTION

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WES:sh

cc D. O. Christensen
J. A. Schlieski
H. Shaw

2-17-78
Feather-out overlay as recommended by Region; Discussed and concurred with by Structures Section Doc

REFERRED TO
Beard
Cole
✓ Erikson F.E.
Hager
Dern
Semple
Watson
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8753

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 15, 1978

FILE:

FROM: C. K. Ansell CKA
District Engineer

TO: W. E. Schwartz
Regional Engineer

SUBJECT: Baldock Slough-South
Baker Interchange Section
I-80N, Baker County
Overlay Project

☒ RE ☐ RCE ☐ RME ☒ ROE

☐ RFA FEB 16 1978 ☐

RECEIVED
REGION 5 OFFICE

Use "E" Mix appropriate spec.

I would like to request the purchase of an additional 10,000 cubic yards of 3/8"-#10 maintenance rock in conjunction with the above named overlay project. — OK

I would like to have the prerogative of increasing or decreasing the 3/10 quantity by 50 percent, depending on the cost.

- Prefix 43-4415-190 -

- Stockpile at Hwy 12 MP 2.77 Sand Shed site -

xc Duane Christensen

Please include this work in the Baldock Slough - S. Baker project.

CKA:je

REFERRED TO

Beard Dorn
Cole Semple
Eriksen ZE Watson
Hager Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg
2 Christensen DC
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FEB 17 1978
ENGINEERING SECTION

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Action

8753

STATE OF OREGON

INTEROFFICE MEMO

REFERRED TO SDN
Beard Dorn
Cole Sample
✓ Erikson F.E.
Hogan
[Return] [Discuss] Do File Copy
BY FINAL DESIGN ENGINEER

DATE: February 7, 1978

1 Versteeg ✓
2 Christensen D.C.
George
Olson
Terpin
file copy Sullivan
Scott
Savage

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FEB 09 1978
ENGINEERING SECTION

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Return To
Bring Up / /
Action

TO: Mr. Duane O. Christensen
Final Design Engineer

FROM: Gerald E. Backstrand
J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Baldock Slough-South Baker Intchge Section
Old Oregon Trail Highway
Baker County
Bridges 9507, 9507A, 9515, 9515A and 9516

The following are recommendations for overlaying the bridges within the limits of the above project:

Bridge 9507-Baldock Slough (WB)

1. Existing A. C. wearing surface including membrane waterproofing = 3 1/2"
2. Remove and replace 1" of existing A. C. with 1" new A. C. ______

Total A. C. on bridge = 3 1/2"

Bridge 9507A-Baldock Slough (EB)

1. Existing A. C. wearing surface including membrane waterproofing = 4 "
2. Remove and replace 1" of existing A.C. with 1" new A. C. ______

Total A. C. on bridge = 4 "

outside Project Limits
F. Eriksen

Bridge 9515 - Campbell St. Interchange (WB)

1. Existing A. C. wearing surface including membrane waterproofing = 3 1/2"
2. Remove and replace 1" of existing A. C. with 1" new A. C. ______

Total A. C. on bridge = 3 1/2"

Bridge 9515A - Campbell St. Interchange (EB)

1. Existing A. C. wearing surface including membrane waterproofing = 3 "
2. Remove and replace 1" existing A. C. with 1" new A. C. ______

Total A. C. on bridge = 3 "

81-125-1387

Bridge 9516 - S. Baker Interchange

| | |
|---|---|
| 1. Existing A. C. wearing surface including membrane waterproofing | = 2 " |
| 2. Place 1" new A. C. | = 1 " |
| Total A. C. on bridge | = 3 " |

Note: Extreme care must be taken when removing the A. C. wearing surface to prevent damage to the existing membrane waterproofing below.

KA:dls

cc: Dale D. Allen
George Hopkins
Jack Sullivan

All structures have conc. End Panels
F. Eriksen

8753-7

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 17, 1977

23

FILE:

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Baldock Slough-So.Baker Intchge
Old Oregon Trail Highway
Baker County

TO: E.S. Hunter
Deputy State Highway Engineer

I was in error when I stated at the resent schedule meeting that the subject project was eligible for an overlay with Interstate 3-R funds.

The attached letter from Clarence Gregg indicates that it will become eligible in December 1977. It appears that an overlay of the subject section is not possible until next year unless some other funds are used.

FET:jp
Attachment

cc D.E. Swan w/attach
W.E. Schwartz "
J.E. Versteeg "
C.J. Gregg

6-28-77
Cy Terpin - Moehring - Versteeg
Place on schedule for letting in Jan 1978.
E.S.H.

RECEIVED
STATE HWY ENGR
JUN 17 '77
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

FORM E-30

**OREGON STATE HIGHWAY DIVISION**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1977

SUBJECT: Baldock Slough-Richland Inter.
& Richland Inter.-S. Baker Inter.
Old Oregon Trail Highway #6
Baker County

To: F. E. Terpin
Location Engineer
O F F I C E

In response to your inquiry regarding the eligibility of the above sections for R-R-R funding, it appears the section must have been open to traffic for at least five years. The records indicate that from Mile Point 285.68 to 306.53, the opening date was December 21, 1972. The sections in question fall within the above Mile Points, and would be eligible for R-R-R funding after December 21, 1977.

C. J. Gregg

C. J. Gregg
Surfacing Design Engineer

CJG:af

8754 Elm St.-Mt. Hope Cemetery 1978
Sec. of Grace St. & S. Bridge St.
in Baker (Paving)

C*Q 6521 4-27-78

8754

734-11914 (Rev. 5-77)

OREGON STATE
HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 12-4-79 | CC 2022 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 201 - 1952 - 295 | $ 98.03 |
| 301 - 1096 - 295 | $806.12 |

**BILL TO:** Code:

City of Baker
P.O. Box 650
Baker, Oregon 97814

Attn: Mr. George O. Hiatt
City Manager

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Attached Itemized Statement:<br>Federal Aid Urban Project M-4823(1)<br>Elm Street-Mt. Hope Cemetery<br>Grace and Bridge Streets<br>Baker County<br>Cover by Agreement No. 6521 | | | |
| TOTAL COST | | | $67,255.59 |
| Less Federal Funds Collected | | | 52,484.27 |
| Less State Share | | | 7,377.17 |
| City Share | | | 7,394.15 |
| City Advance Deposit | | | 7,640.00 |
| REFUND DUE CITY | | | $ 245.85 |
| (Attach Itemized Statement to Invoice) | | | |

| | |
|---|---|
| Advance Deposit Amount | $ 7,640.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 6,490.00 |
| Balance | 1,150.00 |
| Transfer to Highway Fund | $ 904.15 |
| Refund Due | $ 245.85 |

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1868

Amount Due . . . . . $

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
NH
D. E. Swan

SP*33736-731

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 12-4-79

**CITY** Baker **Contract No.** 8754 **Date Completed** 8-7-78

**PROJECT #** M-4823(1) **Section** Elm Street-Mt. Hope Cemetery

**PAYMENTS TO CONTRACTOR**

| ITEM | | TOTAL COST |
|---|---|---|
| Preliminary Engineering | | $ 837.74 |
| Payments to Contractor | | 64,198.00 |
| Interest Paid Contractor | | 9.63 |
| Construction Engineering | | 2,210.22 |
| TOTAL PROJECT COST | | $67,255.59 |
| Less Federal Aid Funds Collected | | 52,484.27 |
| BALANCE | | $14,771.32 |
| Non-Participating Costs: | | |
| Preliminary Engineering | $ 7.36 | |
| Interest Paid Contractor | 9.63 | |
| Construction Engineering | 88.83 | $ 105.82 |
| Amount shared by State and City | | $14,665.50 |

State Share:

50% of $14,665.60 = $ 7,332.75
Plus 50% of $88.83= 44.42
$ 7,377.17

City Share:

50% of $14,665.60 = $7,332.75
Plus $105.82 - $44.42= 61.40
$7,394.15

**Reference: Billing Form** CC 2022

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

# memorandum

**Subject:** Final Voucher Payment

**Date:** October 11, 1979

**From:** G. L. Green, Division Administrator

**Reply to Attn. of:** HAM-OR/120.3

**To:** Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

| CONTRACT | PREFIX(S) | | | TITLE |
|---|---|---|---|---|
| 8670 | 6-1052 | F 2-2(3) | $ 0.00 | COOS R. HWY. JCT SECTION |
| 8486 | 124-1017 | F 47(1) | 0.00 | SILVER CR-FALLS INTCH.-AUMSVILLE/SUBLIM. |
| 8533 | 123-1051 | F 87(1) | 0.00 | BURNS JCT.-CROOKED CR SECTION |
| PE | 9-1983 | F 21-3(1) | 0.00 | BROTHERS - FREDERICK BUTTE RD SECTION |
| PE | 9-1984 | F 21-3(2) | 0.00 | JCT CROOKED R. HWY - BROTHERS SECTION |
| [illegible] | 201-1046 / 201-1952 | M 4823(1) | 0.00 | ELM ST - MT. HOOD [illegible] SECTION |
| SFO | 306-1034 | PMS 000S(40) | 0.00 | POWERS PAVEMENT MARKING |
| CFO | 303-1064 | PMS 000S(49) | 0.00 | CANBY " " |
| 8541 | 26-1025 / 26-1981 | HHS 24(1) | 0.00 | PALMQUIST RD - KELSO RD. SECTION |
| SFO | 106-1050 / 106-1937 | HHS 2640(2) | 0.00 | ISTHMUS SLOUGH BRIDGE |
| CFO | 303-1061 / 303-1945 | HHS 9674(1) | 0.00 | JENNINGS AVE. E OF ROSE LANE |
| SFO | 237-1012 / 37-1989 | SRS 000S(95) | 0.00 | REG. I RR SIGNING #2 |
| CFO | 427-1089 / 327-1950 | SRS 000S(107) | 0.00 | FALLS CITY SIGNING |

For G. L. Green

RECEIVED
STATE HWY ENGR
OCT 12 '79
REFER TO
J. Roog
FOR

| Info | Inves | R/D | O/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

10-12

RECEIVED
OCT 15 1979
HIGHWAY ACCOUNTING

8754

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 27, 1979

In Reply Refer to
File No.:

Glen L. Green, Division Administrator
Federal Highway Administration
The Equitable Building
Suite 100
Salem, OR 97310

We are forwarding two copies of the final vouchers for each of the following federal-aid projects:

| | | |
|---|---|---|
| I-5-5(64) | Baldock Safety Rest Area | $ 0.00 |
| F-21-3(1) | Brothers-Frederick Butte Road Section | 0.00 |
| F-21-3(2) | Jet Crooked River Hwy-Brothers Section | 0.00 |
| F-47(1) | Silver Crk. Falls Intchge.-Aumsville/Sublimity Rd. | 0.00 |
| F-87(1) | Burns Jct.-Crooked Crk. Section | 0.00 |
| M-4823(1) | Elm. St.-Mt. Hope Cemetary Section | 0.00 |
| HHS-2640(2) | Isthmus Slough Bridge Section | 0.00 |
| SRS-000S(37) | Clackamas County Roadside Obstacles | 0.00 |
| SRS-000S(86) | Myrtle Point Signing | 0.00 |

Vernon E. Skoog
Vernon E. Skoog, Controller

VES:cw

Form 734-3122

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-24-78
TO 3-26-79

FEDERAL AID PROJECT NO.
M-4823(1)

*(*) Use Form FHWA-1447 for Final Voucher for c project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| P.E.<br>$ 837.74 | $ 830.38 | 78.16% | $ 649.03 | $ 649.03 | $ 0.00 |
| CONSTR.<br>66,417.05 | 66,319.39 | 78.16% | 51,835.24 | 51,835.24 | 0.00 |
| $67,255.09 | $67,149.77 | 78.16% | $52,484.27 | $52,484.27 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 8/24/79

PASSED FOR PAYMENT
BY DATE V.E. Skoog
Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Elm St.-Mt. Hope Cemetery (Baker) Section<br>FAU 4823 (Grace St. Bridge St.) | | | | | |
| | Preliminary Engineering<br>Type Code P.E.<br>State | All Required | | | $ 830.38 | |
| | Construction<br>Type Code 6105<br>Roadway (Sta. 0+12 To 22+00)<br>Final Contract Payment Summary | Lump Sum | | | 64,198.00 | |
| | Construction Engineering<br>State | All Required | | | 2,121.39 | |
| | Total Participating Costs | | | | $67,149.77 | |
| | Non Participating Items<br>Preliminary Engineering | All Required | | | 7.36 | |
| | Interest Paid to Contractor | All Required | | | 9.63 | |
| | Construction Engineering | All Required | | | 88.83 | |
| | Total Non Participating Costs | | | | $ 105.82 | |
| | TOTAL COSTS | | | | $67,255.59 | |
| | Prepared based on costs shown on Federal Billing as of 8/30/79 | | | | | |
| | AMOUNT CARRIED FORWA[illegible] | | | | | |

```
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION    GR  CURRENT MONTH        YEAR TO DA
                                      201    1950         901      00 P 1
                                      201    1950         901      00 N 1
                                      201    1950         905      00 P 1
                                      201    1950         906      00 P 1
                                      201    1950         910      00 P 1
                                      201    1950         918      00 P 1
                                      201    1950         920      00 P 1
                                      201    1950         921      00 P 1
                                      201    1950         922      00 P 1
                                      201    1950         923      00 P 1
                                      201    1950         926      00 P 1
                                      201    1950         926      00 N 1
                                                          TOT         P1
                                                          TOT         N1
                                                     ** JOB TOTALS **                   **

 ELM ST-MT HOPE CEM. BAKER        CONT NO        * FA PROJ NOS M    823001 100
                                      201    1952         296      00 N 9   TR. ST.
                                      201    1952         298      00 N 9    "  FED.
                                      201    1952         901      00 P 1   RES. ENGR.
                                      201    1952         901      00 N 1    "     "
                                      201    1952         905      00 P 1   FIN. DES
                                      201    1952         910      00 P 1   SOILS
                                      201    1952         911      00 P 1   SIGN
                                      201    1952         920      00 P 1   PROJ. MGMT
                                      201    1952         921      00 P 1   SPECS
                                      201    1952         923      00 P 1   ENVIR.
                                                          TOT         P1
                                                          TOT         N1
                                                     ** JOB TOTALS **                   **

 POWDERRVBRIDGE                   CONT NO          FA PROJ NOS SOS 100002 100
                                      201    1956         296      00 N 9         127.97CR          356.
                                      201    1956         297      00 N 9
                                      201    1956         298      00 N 9         127.97            356.
                                      201    1956         901      00 P 1
                                      201    1956         901      00 N 1
                                      201    1956         920      00 P 1
                                      201    1956         923      00 P 1
                                      201    1956         926      00 P 1       1,081.79          1,415.
                                                          TOT         P1       1,081.79          1,415.
                                                          TOT         N1
                                                     ** JOB TOTALS **          1,081.79  **      1,415.

 SPRAXING@GRANGR LUSBG-GRANGR  CONT NO          FA PROJ NOS RRO 00S023 100
                                      202    1948         296      00 N 9         260.[illegible]CR        2,713
```

```
                                                                                      TO DATE
                                 FUNCTION   GR  CURRENT MONTH      YEAR TO DATE      4,230.20
        PREFIX                   901     00 P 1                                          10.65
   201     1950                  901     00 N 1                           .60           536.12
   201     1950                  905     00 P 1                                       1,009.21
   201     1950            [illegible]   00 P 1                                         402.50
   201     1950            [illegible]   00 P 1                                       1,334.22
   201     1950                  918     00 P 1                                          32.60
   201     1950                  920     00 P 1                                         586.34
   201     1950                  921     00 P 1                                          45.69
   201     1950                  922     00 P 1                                          52.50
   201     1950                  923     00 P 1                                       4,331.03
   201     1950                  926     00 P 1                                          14.80
   201     1950                  926     00 N 1                           .60        13,060.41
                                 TOT        P1                                           22.45
                                 TOT        N1                  **        .60  **    13,065.86  **
                              ** JOB TOTALS **
                                                                                             STATE
 CONT NO          * FA PROJ NOS M    823001 100                                     649.03CR
   201     1952          296     00 N 9  TR. ST.                                    649.03
   201     1952          298     00 N 9  " FED.                                      24.98
   201     1952          901     00 P 1  RES. ENGR.                                   7.36
   201     1952          901     00 N 1  "     "                                    280.00
   201     1952          905     00 P 1  FIN DES                                     56.12
   201     1952          910     00 P 1  SOILS                                       26.28
   201     1952          911     00 P 1  SIGN                                        32.50
   201     1952          920     00 P 1  PROJ. MGMT                                 388.84
   201     1952          921     00 P 1  SPECS                                       22.66
   201     1952          923     00 P 1  ENVIR.                                     830.38
                         TOT        P1                                                7.36
                         TOT        N1                  **                **        837.74  **
                      ** JOB TOTALS **
                                                                                             STATE
 CONT NO          FA PROJ NOS SOS 100002 100    127.97CR          356.23CR         6,726.85CR
   201     1956          296     00 N 9                                             1,310.00
   201     1956          297     00 N 9         127.97            356.23           5,416.85
   201     1956          298     00 N 9                                             5,831.95
   201     1956          901     00 P 1                                                 4.30
   201     1956          901     00 N 1                                                13.40
   201     1956          920     00 P 1                                               100.04
   201     1956          923     00 P 1                                             1,451.95
   201     1956          926     00 P 1       1,081.79          1,415.99           7,397.34
                         TOT        P1        1,081.79          1,415.99               4.30
                         TOT        N1        1,081.79  **      1,415.99  **       7,401.64  **
                      ** JOB TOTALS **
                                                                                  00       STATE
NGR  CONT NO      FA PROJ NOS RRO 00S023 100    260.84CR        2,713.50CR         2,815.59CR
   202     1948          296     00 N 9
```

```
AUBURN AVE-WASH AVE           CONT NO 8906   FA PROJ NOS M    000009 100
                                301    1001     295      00 N 9
                                301    1001     296      00 N 9                                  134.05CR
                                301    1001     298      00 N 9                                  134.05
                                301    1001     900      00 P 1
                                301    1001     900      10 P 1
                                301    1001     920      00 P 1
                                301    1001     921      00 P 1
                                                TOT      P1
                                            ** JOB TOTALS **                  **                      **

CITY BAKER PAVEMENT MARKING   CONT NO        * FA PROJ NOS PMS 00S046 100
                                301    1090     270      01 P 1
                                301    1090     295      00 N 9                                   2.43CR
                                301    1090     298      00 N 9                                   2.43
                                301    1090     900      00 P 1
                                                TOT      P1
                                            ** JOB TOTALS **                  **                      **

ELM ST-MT HOPE CEMETERY       CONT NO 8754 * FA PROJ NOS M    823001 100
                                301    1096     201      00 P 1 CONT. PAY
                                301    1096     206      00 N 1 INT.
                                301    1096     295      00 N 9 TRANS CITY
                                301    1096     296      00 N 9   "    ST
                                301    1096     298      00 N 9   "    FED
                                301    1096     900      00 P 1 ENGR.
                                301    1096     900      00 N 1   "
                                301    1096     920      00 P 1 PROJ. MGMT.
                                                TOT      P1
                                                TOT      N1
                                            ** JOB TOTALS **                  **                      **

HALFWAY SEC-CITY OF HALFWAY   CONT NO 8894 * FA PROJ NOS SOS 102001 100
                                301    1099     201      00 P 1     67,805.28          67,805.28
                                301    1099     203      00 P 1      2,175.00CR         2,175.00CR
                                301    1099     206      00 N 1        194.70             194.70
                                301    1099     295      00 N 9     10,730.00          10,730.00
                                301    1099     296      00 N 9     66,610.21CR        66,790.40CR
                                301    1099     298      00 N 9     55,880.21          56,060.40
                                301    1099     900      00 P 1         67.73             257.91
                                301    1099     900      01 P 1                            11.03
                                301    1099     920      00 P 1
                                                TOT      P1         65,698.01          65,899.22
                                                TOT      N1            194.70             194.70
                                            ** JOB TOTALS **        65,892.71   **     66,093.92   **




TOTAL TO DATE JOB COST SUMMARY                                         SEPTEMBER 1979
                                                                           FISCAL
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T NO 8906    FA PROJ NOS M    000009 100                                                      STATE
 301    1001      295      00 N 9                                            4,800.00      79      79
 301    1001      296      00 N 9                           134.05CR         5,030.32CR    79      79
 301    1001      298      00 N 9                           134.05             230.32      79      79
 301    1001      900      00 P 1                                               75.66      79      79
 301    1001      900      10 P 1                                                 .78      79      79
 301    1001      920      00 P 1                                               64.53      79      79
 301    1001      921      00 P 1                                              140.60      79      79
                  TOT         P1                                               281.57
              ** JOB TOTALS **              **                  **             281.57  **

                                                                                  00       STATE
NT NO        * FA PROJ NOS PMS 00S046 100                                    1,280.48      76      79
 301    1090      270      01 P 1                                            1,668.30CR    77      79
 301    1090      296      00 N 9                             2.43CR         1,668.30      77      79
 301    1090      298      00 N 9                             2.43             387.82      77      77
 301    1090      900      00 P 1                                            1,668.30
                  TOT         P1                                             1,668.30  **
              ** JOB TOTALS **              **                  **

                                                                                           STATE
NT NO 8754 * FA PROJ NOS M    823001 100                                    64,198.00 -    78      78
 301    1096      201      00 P 1  CONT. PAY                                     9.63      78      78
 301    1096      206      00 N 1  INT.                                      6,490.00      78      78
 301    1096      295      00 N 9  TRANS CITY                               58,325.24CR    78      78
 301    1096      296      00 N 9    "    ST                                51,835.24      78      78
 301    1096      298      00 N 9    "    FED                                2,081.40      78      78
 301    1096      900      00 P 1  ENGR.                                        88.83      78      78
 301    1096      900      00 N 1    "                                          39.99      78      78
 301    1096      920      00 P 1  PROJ. MGMT.                              66,319.39
                  TOT         P1                                                98.46
                  TOT         N1
              ** JOB TOTALS **              **                  **          66,417.85  **

                                                                                           STATE
ONT NO 8894 = FA PROJ NOS SOS 102001 100
 301    1099      201      00 P 1     67,805.28          67,805.28          67,805.28      79      79
 301    1099      203      00 P 1      2,175.00CR         2,175.00CR         2,175.00CR    79      79
 301    1099      206      00 N 1        194.70             194.70             194.70      79      79
 301    1099      295      00 N 9     10,730.00          10,730.00          10,730.00      79      79
 301    1099      296      00 N 9     66,610.21CR        66,790.40CR        66,845.00CR    79      79
 301    1099      298      00 N 9     55,880.21          56,060.40          56,115.00      79      79
 301    1099      900      00 P 1         67.73             257.91             283.29      79      79
 301    1099      900      01 P 1                            11.03              11.03      79      79
 301    1099      920      00 P 1                                               39.91      79      79
                  TOT         P1      65,698.01          65,899.22          65,964.51
                  TOT         N1         194.70             194.70             194.70
              ** JOB TOTALS **        65,892.71  **      66,093.92  **      66,159.21  **




                                       SEPTEMBER 1979       PAGE  107

                                               FISCAL       GRAND TOTAL       ACTIVE YRS
```

8754

9

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

# STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

3 - 21 - 1

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Baker | DIVISION<br>Oregon |
| DATE OF REPORT<br>March 19, 1979 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>M-4823(1) |
| COMPLETION DATE<br>August 1, 1978 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>September 14, 1978 | TIME ELAPSED<br>11 % | CONTRACT TIME<br>75 calendar days |
| APPROVED EXTENSIONS<br>None | LOCATION<br>City Streets. City of Baker, Baker County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELM ST.-MT. HOPE CEMETERY (BAKER)
FAU 4823
BAKER COUNTY
Paving

This project provided for the paving of approximately 0.42 miles of City streets in the City of Baker, Oregon. The City had previously constructed the base and curbs along the project route using City funds.

All participating work has been completed.

A final inspection by FHWA was made on August 9, 1978 at which time the project was recommended for acceptance.

RECEIVED
STATE HWY ENGR
APR 2 '79
REFER TO Keasey
FOR
Info Invest R/D D/R Sign Act File

4/3 cif

*NOTE: Not applicable for direct federal projects.

| | |
|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION |
| SIGNATURE David B. Carter<br>Original Signed by<br>D. B. Carter<br>Area Engr | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer |
| TITLE Area Engr — DATE 3/20/79 | TITLE — DATE 3/26/79 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8754

9

September 25, 1978

Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

Gentlemen:

On September 13, 1978, we wrote to you concerning release of final payment on Contract No. 8754 awarded to Baker Redi-Mix, Inc., for paving on the Elm Street-Mt. Hope Cemetery Section of Grace Street and S. Bridge Street in Baker, Baker County.

Final payment on this contract is $3,209.90 and the total contract amount is $64,198. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc C. T. Keasey
Walt Hart
Wendell Schwartz

8754

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

Transportation Building, Salem, Oregon 97310

**DATE:** August 30, 1978

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Construction Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. M-4823(1)

Contract 8754, Work Completed August 1, 1978

Project Elm St.-Mt. Hope Cemetery (Baker)

Highway FAU 4823 (Grace St. & S. Bridge St.)

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 9, 1978

G.K.
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
W. E. Schwartz
R. D. Church

RECEIVED
STATE HWY ENGR
SEP 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
SEP 12 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlees
Widmer
Gobauer
Church

NOTED
H.S. COULTER

8754

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: City of Baker
P.O. Box 650
Baker, Oregon 97814

Attention of Mr. Roland C. Campbell
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1868

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $7,640.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $1,150.00 | |
| | | To be transferred to State Highway funds for the construction of the Elm Str.-Mt. Hope Cemetery Section.<br>FAUS 4823<br>Agreement No. 6521 | | $6,490.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 7,640.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 301-1096-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

#8754

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-623-985

STATE COPY

8-9-78

8

cc: State✓(H. S. Coulter)

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION INITIAL & ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Baker | DIVISION<br>Oregon |

IN COMPANY WITH
Unaccompanied. Discussed with J. Schlieski, Resident Engineer, OSHD.

| | | |
|---|---|---|
| DATE OF INSPECTION<br>8-9-78 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | PROJECT NO.<br>M-4823(1) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>11 % | WORK COMPLETED<br>100 % |

### ELM ST.-MT. HOPE CEMETERY (BAKER)
### FAU 4823 (GRACE ST. & S. BRIDGE ST.)
### Paving

The project provided for the paving of approximately 0.42 miles of City streets in the City of Baker, Oregon. The City had previously constructed the base and curbs along the project route. Federal-aid funds did not participate in the City's work.

The project was awarded to Baker Redi-Mix of Baker, Oregon, in the amount of $60,200.00. The allotted contract time was 75 calendar days. The contractor began work on July 27 and the project was completed on August 7, 1978. The project was completed for less than the project authorization, however, the contract amount will slightly overrun the bid amount in that slightly more mix was used to complete the work.

The project called for 2,860 tons of Class "B" asphalt concrete to be supplied as a commercial mix. A total of eight samples of the mix were taken and tested. Seven of the test results were within the specifications of a commercial mix while the eighth test result indicated the passing 200 material to be 0.1 percent above the maximum of 7 percent. As a result of the above testing it appears the mix is in substantial conformance with the specifications.

The project work looks good and it is recommended the project be accepted.

RECEIVED
STATE HWY ENGR
AUG 28 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8-28-78
cy Keasey

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8754 8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 7, 1978

Baker Redi-Mix, Inc.
East "E" Street
Baker, OR 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8754 for paving on the Elm Street-Mt. Hope Cemetery (Baker) Section of FAU 4823 (Grace Street & S. Bridge Street) in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc Seaboard Surety Company
Seattle First National Bank Bldg.
1001 4th Avenue
Seattle, WA 98154

bc C. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Joseph Schlieski

8754

Report #2 Final

| | | |
|---|---|---|
| FORM 81-734-3001<br>OREGON STATE HIGHWAY DIVISION<br>**FIELD ENGINEER'S WEEKLY REPORT**<br>FOR CONSTRUCTION PROJECTS ONLY<br>CONSTRUCTION AND BRIDGE SECTION | SECTION<br>Elm St. - Hope Cemetery | WEEK ENDING<br>August 4, 1978<br>SECTION PREFIX<br>301-1096 |
| | HIGHWAY<br>FAU 4823 | COUNTY<br>Baker |
| NAME OF JOB<br>Elm St. - Hope Cemetery | KIND OF WORK<br>Paving | |
| CONTRACTOR<br>Baker Redi-Mix | CONTRACT NUMBER<br>8754 | FEDERAL AID PROJECT NUMBER<br>M-4823(1) |
| DATE OF CONTRACT<br>July 13, 1978 | DATE WORK STARTED<br>July 27, 1978 | ESTIMATED COMPLETION DATE<br>August 7, 1978 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: 4 SUPERVISION: 1 | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 75 | WORK DAYS USED<br>CALENDAR DAYS USED 8 |
| PROJECT AUTHORIZATION: $ 69,444,25 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 11% |
| EXCLUSIVE OF ENGINEERING: $ 63,379.25 | ENGINEERING AUTHORIZATION $ 6,065.00 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100% |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 64,198.00 | ENGINEERING COST TO DATE $ 2,500.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96% |
| ESTIMATED PERCENT: OVERRUN UNDERRUN 0 % | This week$1900<br>PERCENT OF AUTHORIZATION 36 % | DATE PROJECT WAS COMPLETED:<br>8-1-78 |

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 2800 |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 3060 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | - |
| AVERAGE DAILY QUANTITIES | | | | | - |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | - |
| NUMBER OF SHIFTS PER DAY | | | | | [illegible] |
| HOURS PER SHIFT | | | | | 8 |

EQUIPMENT USED DURING THE WEEK:

Roller, Barber Greene paver, 4 trucks.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 30 | Clear & warm | 1 | | |
| MONDAY 31 | Clear & warm | 1 | | |
| TUESDAY 1 | Clear & warm | 1 | | Completion Day. |
| WEDNESDAY 2 | Clear & warm | 0 | | |
| THURSDAY 3 | Clear & warm | 0 | | |
| FRIDAY 4 | Clear & warm | 0 | | |
| SATURDAY 29 | Clear & warm | 1 | | |

BEN GIFFORD

RECEIVED
AUG 7 1978
CONSTRUCTION
BRANCH

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glass
Richards
Berg
Inlow
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 30 | No Activity. |
| MONDAY 31 | Placing wearing coursr Sta. 0+12 to 22+00 Lt. |
| TUESDAY 1 | Placing wearing course Sta. 0+12 to 22+00 Rt.<br>Completion day. |
| WEDNESDAY 2 | |
| THURSDAY 3 | |
| FRIDAY 4 | |
| SATURDAY 29 | No Activity. |

## REMARKS

STATUS: Project completed 8-1-78

Final Report.
Semi-final estimate will be submitted to region 8-4-78.

SIGNED Joseph A. Schlieski
Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8754. 8

STATE COPY

OMB No. 04-R2089

| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO. | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
|---|---|---|
| 7-101 | FEDERAL-AID PROJECT AGREEMENT | County<br>Baker |
| | 7-19-78 | Project No.<br>M-4823(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., S. Bridge St. (Baker)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 3-24-78 | 0.4 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 0.4 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 78.16%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 77,444.00 | $ 60,516.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Engineer
*(Title)*
X For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUL 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, July 11, 1978

Federal Aid Project
No. M-4823(1)

ELM ST. - MT. HOPE CEMETARY (BAKER) SECTION
FAU 4823 (GRACE ST. & S. BRIDGE ST.)

Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 8,000.00 |

Type Code 6105
Roadway (Sta. 0+12 to Sta. 22+00)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 3,000.00 |
| Class "B" Asphalt Concrete | 2,860 ton | 20.00 | 57,200.00 |
| | | | $ 60,200.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping | All Required | | $ 450.00 |
| | Subtotal | | $ 60,650.00 |
| | Engineering | | 8,794.00 |
| | Total | | $ 69,444.00 |

Length of Project - - - - - - - - - - - - 0.414 mi.

Cost of Roadway Per Mile - - - - - - - - $ 197,826.09

Summary of Funds (78.16%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 8,000 | $ 6,240 | $ 880 | $ 880 |
| Roadway | 69,444 | 54,276 | 7,584 | 7,584 |
| TOTAL | $77,444 | $60,516 | $ 8,464 | $ 8,464 |

Group 1 100%

Contract No. 8754

Prefix 201-1952

Prefix 301-1096

8754

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Joseph Schlieski
SAIF
Fran

July 13, 1978

Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for paving on the Elm Street-Mt. Hope Cemetery Section of Grace Street and S. Bridge Street in Baker for the sum of $60,200 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the City of Baker and the Federal Highway Administration and when the sum of $4,860 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8754.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 25, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

2754

Yellow
Baker

FORM 81 734.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 23, 1978

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Elm St.-Mt. Hope Cemetary (Baker)
FAU 4823 (Grace St. & S. Bridge St.)
Baker County

TO: Joseph Schlieski
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

|  |  |  |  |
|---|---|---|---|
| 9142 | 00 | Mainline, Centerline | Profile Grade |
|  | 01 | Mainline, Centerline | Subgrade |
|  | 02 | Mainline, Lt. and Rt. | Profile Grade |
|  | 03 | Mainline, Lt. and Rt. | Subgrade |
|  | 04 | Mainline, 22' Lt. | Profile Grade |
|  | 05 | Mainline, 22' Lt. | Subgrade |

PC:ab
Attachment
cc: Paul Cox

8754

June 22, 1978

City of Baker
P.O. Box 650
Baker, OR 97814

Attn: Roland C. Campbell
City Recorder

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Baker Redi-Mix, P.O. Box 825, Baker, OR 97814, for construction on the Elm Street-Mt. Hope Cemetery Section, FAU 4823.

The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $60,200.00 |
| Permanent Pavement Striping | 450.00 |
| 4½% Contingencies | 2,729.25 |
| 10% Engineering | 6,065.00 |
| ESTIMATED TOTAL COST | $69,444.25 |

City's Advance Deposit:
11 ~~7~~% of $69,444.25 = ~~$4,861.10~~ 7,638.87 or say ~~$4,860.00~~ 7,640.00 –

7-7-78 Called Roger Lang who in turn called Baker & They will Submit the $7640–

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for ~~$4,860.00~~ 7,640.00 payable to the Oregon State Highway Division. Send the checkto Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FFN:cw

7-13-78
REC'D $7,640
NOTIFIED V. BOYD
& ROGER LANG.

bc w/AD#456: Vern Skoog - Please return completed AD#456 when check is returned

Region 5 Federal Aid Engineer

8754

Baker

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L. [illegible]

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION Elm St. - Mt Hope Cemetery (Baker)
Highway FAU 4823
County Baker Region 5
Type of Work Pave Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | No problems |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8754

"Center of Oregon's Adventureland"
CITY OF BAKER OREGON
P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

May 11, 1978

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA MAY 12 1978 ☐
RECEIVED
REGION 5 OFFICE

Mr. R. C. Lang
Region 5 Federal Aid Engineer
P.O. Box 850
LaGrande, Oregon 97850

Re: Elm Street - Mt. Hope Cemetery, FAU 4823,
Grace Street and South Bridge Street, City of Baker

Dear Roger:

The above mentioned project will exceed our current FAU Funds. The City is therefore, requesting a draw on future FAU Funds to accomplish this project.

Sincerely,

James L. Adamson

James L. Adamson
Director of Public Works

JLA:clr

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 15 1978
File: PM FA LG OP
TAA Zekner

Please recommend so an answer can be given to Lang

Cy Local Gov't Sec.
& Lang

5-18-78
Called Roger and told him we will advance funds to Baker. Z

8754

## OREGON STATE HIGHWAY DIVISION
### Location Section
### Surfacing Design Unit

Section: Elm St.-Mt. Hope Cemetery (Baker)

Highway: F.A.U. 4823 (Grace St. & S. Bridge St.)

County: Baker

Prefix: 201-1952

Res. Engr.

Date May 2, 1978

Ten Year Traffic Coefficient 5.8

18 kip s.a. per day 6.6

R value 13

Frost Penetration 36"±

CBE Total Requirement 18.0"

### STRUCTURAL SECTION
### NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C.W.S. (Cl. B) | 3.0 |
| 3.5" | A.C.B. (Cl. B) | 7.0 |
| 10.0" | L.T.S. | 10.0 |
| 15.0" | | 20.0" |

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
R. C. Lang

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 3 1978
File: PM FA
LG OP
TAA

8754

4-27-78

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Section, Details, & Summary |
| 3,4 | Plan & Profile |
| | |
| | |

STATE OF

# STATE HIGHWA

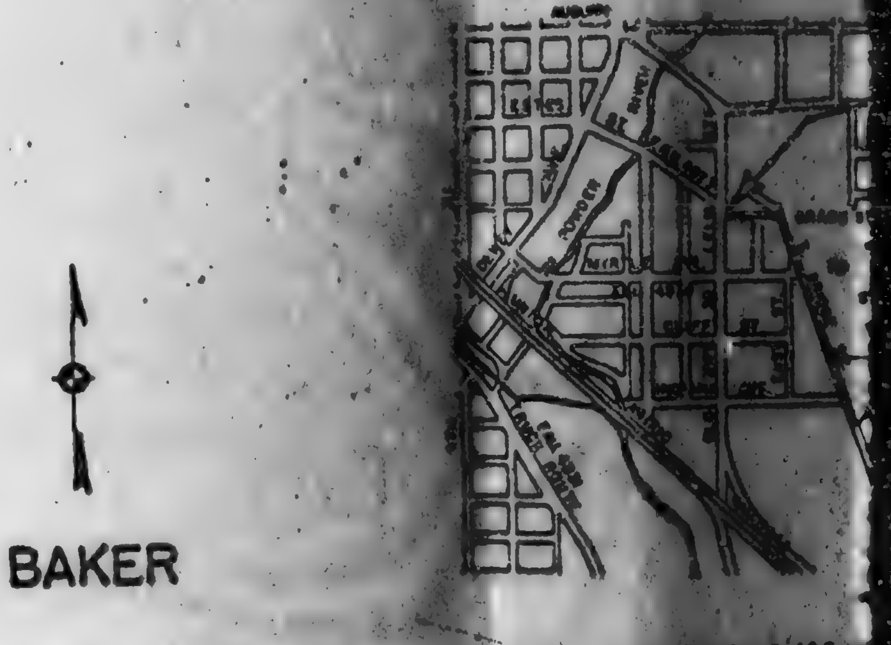
PLANS FOR PROPO

PAVING

# ELM ST. - MT. HOPE CE

F.A.U. 4823 (GRACE ST.

BAKER COUN
APRIL, 197



SKETC
MAP

APPROVED
CITY OF Baker
BY MAYOR
BY RECORDER Fred C. Campbell
DATE 4/27/78

Hildebrandt

| ELM ST.~MT. HOPE CEMETERY (BAKER) SEC.<br>FAU 4823 (GRACE ST. & S. BRIDGE ST.)<br>BAKER COUNTY | | | | Sheet No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

Overall Length of Project 0.42 Mile

OF OREGON

# HWAY DIVISION

PROPOSED PROJECT

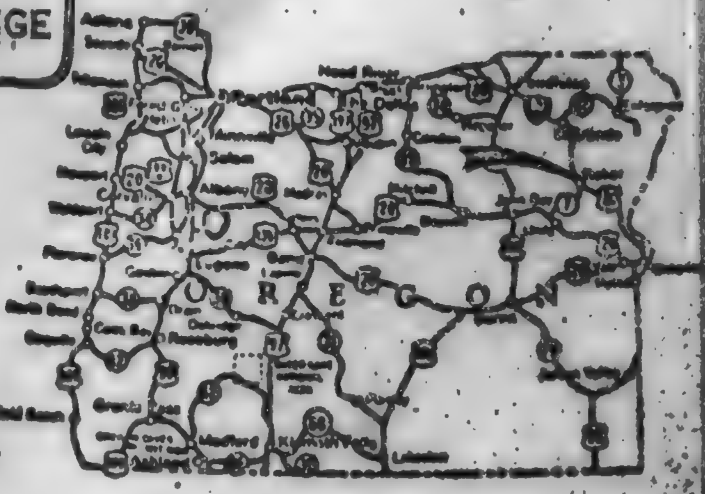
PAVING

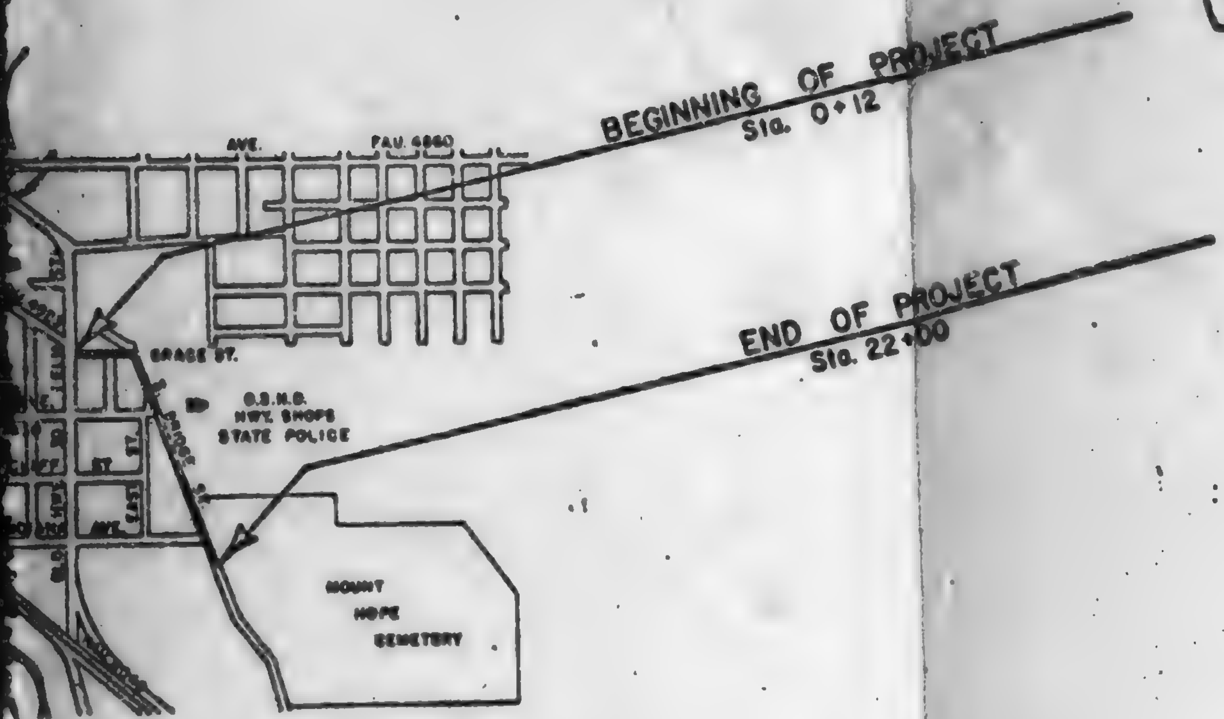
## OPE CEMETERY (BAKER) SEC.

RACE ST. & S. BRIDGE ST.)

AKER COUNTY
APRIL, 1978

PRELIMINARY COPY
APR 20 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT




BEGINNING OF PROJECT
Sta. 0+12
END OF PROJECT
Sta. 22+00
AVE.
FAU 4860
GRACE ST.
O.S.H.D.
HWY. SHOPS
STATE POLICE
MOUNT HOPE CEMETERY

T. 9 S., R. 40 E., Sec. 21

SKETCH MAP

Scale Feet
0 800

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — TECHNICAL SERVICES ENGINEER

| OREGON TRANSPORTATION COMMISSION | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ENGINEER DATE

8754

9

April 27, 1978

City of Baker
City Hall
Baker, OR 97814

Attention: Roland C. Campbell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6521

Gentlemen:

Attached for your records is a fully executed copy of an agreement for paving of the Elm Street-Mt. Hope Cemetery Section of Grace Avenue and Bridge Street in Baker.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

8754 FAU

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 4-5-78

Subject: Federal Aid Project No. M 4823 (1)
Project Name Elm Street-Cemetery Section
Grace & South Bridge Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 5 day of April, 1978

City of Baker

Certified By: ______________
Regional Right of Way Supervisor

Date: April 10, 1978

______________
Director of Public Works

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
APR 11 1978
File: PM FA
LG OP
TAA

CC: DE Swan
CT Keasey
R. Trigstad

Instructions: Complete A or B and C.

✓ 8754

April 13, 1978
No cost Estimate

March 30, 1978

SECTION: Elm Street-Cemetery Section
Grace & South Bridge Streets
HIGHWAY: FAU 4823

COUNTY: Baker
CITY: Baker
Paving Project

# LOCATION NARRATIVE REPORT

The proposed project will consist of furnishing and placing a 5" asphaltic concrete surface. The City of Baker will prepare and furnish the base, curb and driveways, at their own cost. The base will be lime stabilized ten inches in depth.

Right-of-Way: The project will be constructed within existing rights-of-way. No serious grade problems are expected in matching the new street grades with the existing property grades.

| | |
|---|---|
| Grace Street | 50' R/W |
| South Bridge Street | 60' R/W |

Proposed Typical Section: See attached drawings for typical sections. These typical sections meet the city's standards for primary streets.

Utilities: California Pacific Utilities Company: Maintains a powerline approximately 25 feet east of South Bridge Street centerline. There should be no conflict with this project.

Cascade Natural Gas Company: Maintains a natural gas distribution and service along Grace Street approximately 13 to 15 feet south of centerline and along South Bridge Street approximately 13 feet west of centerline at an average depth of 30" deep. There should be no conflict with this project.

Pacific Northwest Bell Telephone Company: Maintains underground service along Grace Street approximately 13 feet south of centerline and along South Bridge Street 23 feet west of centerline. The cables are buried 30 to 36 inches deep. There should be no conflict with this project.

American Television Communication Company: Maintains an aerial TV signal line, generally on California Pacific Utilities Company poles. There should be no problem with this project.

City of Baker: Maintains water and sanitary sewer service along Grace and South Bridge Streets.

A six inch cast iron water main is located 12 feet north of the centerline of Grace Street and 12 to 15 feet west of the centerline of South Bridge between Grace Street and Indiana Avenue at an approximate depth of four feet. The customer services are copper at an approximate depth of four feet.

**Utilities:** An eight inch sewer main is located on Grace from Elm Street to the alley between Elm Street and Grove Street and on South Bridge between Myrtle Street and Indiana Avenue. The depth varies between 6 and 12 feet.

A fifteen and eighteen inch storm sewer line is located on Grace Street, 6 feet south of centerline. Drainage for South Bridge will be provided for by this line and other storm sewer lines on parallel streets.

The City of Baker will make all adjustments of meter boxes, valve boxes and manholes necessary for the completion of this project. No problems with this project is anticipated.

**Available Contractors:** Baker Redi-Mix Inc.: is located in Baker and have the equipment and personnel to do this job. There should be no trouble of getting at least one qualified contractor to bid on this job.

**Signing:** Signing work will consist of salvaging and re-installing existing signs. The work will be done by the City of Baker at the city's cost.

**Illumination:** Illumination will consist of 250 watt mercury vapor lights mounted on California-Pacific poles and furnished and installed by the city under an existing contract between the city and California-Pacific Company.

**Minorities:** No minorities have been noted within the project limits.

James L. Adamson
Director of Public Works

JLA:clr

8754

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

3-24-78

# LETTER OF APPROVAL ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 4823(1)

STATE PROJECT NO. See Below

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80198

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-24-78

FEDERAL ROUTE NUMBER FAU 4823

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Elm Street - Hope Cemetery (Baker) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Archeological Salvage and Utility Preparatory Work
☐ OTHER (Specify) TEC NTE $8,000 - F.F. $6,240

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 7, 1978 letter.

NOTED
F. B. KLABOE

Swan
3.27

DATE 3-24-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8754

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 7, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80198
Project No. M-4823(1)
Elm St.-Mt. Hope Cemetery (Baker) Sec.
Baker County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the Oregon State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $8,000 with an obligation of $6,240 in federal funds.

CL:ljt
Att.

cc: W. E. Schwartz, Region 5
G. E. Zehner

AD 397

| | |
|---|---|
| ONTHLY TRANSACTION NO. | FORM PR-1<br>(REV. 4-61) |
| DATE SUBMITTED TO W. O. | March 7, 1978 |

FEDERA

| | | | | | |
|---|---|---|---|---|---|
| CARD<br>2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>City St., S. Bridge St. (Baker)<br>21 65 | **ADT** | PRESENT<br>400 | FUTURE<br>60<br>(66) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD<br>3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P.E. & H. T. Pave.<br>26 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG.<br>(72) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY N |
| | NAME OF URBAN AREA<br>Baker<br>17-31 | ROUTE NO. U |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | ESTIMATE FEDE |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.4 | 8,000 | 6 |
| 5 | | | | | **ROW** | | "Elm St.-Mt. Hope Cemetery (Baker) Sec." | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>6105 | | | 0.4 | 62,000 | 48 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD<br>1 | CODE<br>1 | PREPARED BY<br>CL | PROJECT TOTALS | 0.4 | 70,000 | 54 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 65 | **ADT** | PRESENT<br>400 | FUTURE<br>600<br>(66) (70) | YEAR<br>98<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>W32<br>(4) (9) | ITEM NO.<br>80198<br>(14) (18) |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M-<br>14 23 | NUMBER<br>4823<br>7 | SEQ. NO.<br>(1)<br>13 | I. Projects Only<br>POST MI.<br>(24) (26) | DESIG.<br>27 |

COUNTY NAME Baker CODE 001 (14) (16)

ROUTE NO. U FEDERAL-AID 4823 (32) STATE City St. (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

| MILES<br>(54) (55) | ESTIMATED PROJECT COST BY PHASES<br>TOTAL ESTIMATED COST<br>(56) (66) | FEDERAL FUNDS<br>(67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK<br>(Full description) |
|---|---|---|---|---|---|
| 0.4 | 8,000 | 6,240 | 880 | 880 (City) | |
| | | | | | |
| 0.4 | 62,000 | 48,360 | 6,820 | 6,820 (City) | ROW - 50' min.;<br>Access Control-none;<br>Parking Restrictions-<br>none. |
| 0.4 | 70,000 | 54,600 | 7,700 | 7,700 (City) | |
| | (16) (23) | (24) (33) | | | |

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

## ELM ST.-MT. HOPE CEMETERY (BAKER) SECTION

## PROJECT NO. M-4823(1)

Existing Facility: 20-foot oil surface with unimproved shoulders.

Adjacent Sections:

N.W. End---Jct. with US 30 (FAP 70)
S.E. End---Same as existing facility.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including archeological salvage.

(2) High type pave a 44-foot curbed roadway. Construction of curbs, gutters and a 10-inch lime stabilized subgrade is to be accomplished by the City at their expense.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

State Clearinghouse---Exempt from A-95 review under working agreement.

District 13 Clearinghouse---It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on February 28, 1978.

FHPM 7-7-5

(a) Pub

(b) Loc

NOTE: This

oved shoulders.

the following:

g archeological

Construction of curbs,
rade is to be accom-

nts, Historical and

under working agreement.

on that this is a quasi-
or representative of its
ve a signed working agree-
on that A-95 review is not
will not affect decisions
oncern to the clearinghouse
alteration of land use or
gnificant change in planning

ed in by FHWA on February 28,

---

FHPM 7-7-5 Requirements:

(a) Public Hearings--Not required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

8754

**OREGON STATE**
**HIGHWAY DIVISION**

*Region 5 Office*

*W. E. Schwartz*
*Region Engineer*

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

*P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177*

*March 8, 1978*

*Mr. George O. Hiatt*
*City Manager*
*City Hall*
*Baker, Oregon 97814*

*Dear George:*

*RE: Final Project Assessment, Elm St.-Cemetery Section, Grove & Bridge Streets, FAU 6823*

*Under the terms of the project application, the City shall perform and document responsibilities as found in the Oregon Action Plan.*

*The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3, Non-Major Action.*

*Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.*

*Proposed standards, design, specific details contained in the assessment, and deviations from the scope of the project will be subject to review at the appropriate stage of project development.*

*Sincerely,*

R.C. Lang

*R. C. Lang*
*Region 5 Federal Aid Engineer*

*RCL:sh*
*Enclosure*

*cc Gerald Wimer*
*J. A. Schlieski*
*R. C. Lang files*

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 9 1978
File: PM FA
LG OP
TAA ______

Form 81-734-3123

8754

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 28, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project M-4823(-)
Grace Ave.-Indiana Ave. (Baker)
Project Assessment
Baker County

FROM: G. L. Green, Division Administrator

TO: Mr. Gary Potter, Mgr., Environmental Section
Oregon Dept. of Transportation
Salem, Oregon

The subject project assessment submitted with your letter of February 7, 1978, has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K. Hosner
for G. L. Green

cc:
D. H. Moehring, Proj Mgt (ODOT)
Region 5, Env.
3-2-78
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
W. E. Schwartz
C. K. Ansell
Vernal Moore
[redacted]
B. L. Gifford

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 3 1978
File: PM FA
LG OP
TAA ______

M- 4823-(1)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

### A. Project Identification:

Date February 7, 1978

Section Grace Ave-Indiana Ave. (Baker)

Unit (if appl)

County Baker

City Baker

Highway FAUS 4823 (S. Bridge St.)

State Hwy. No.

Termini: M.P.(if appl)

Length 2154

Region 5

Construction Estimate $62,790
Program Amount

### B. Purpose of Project:

To widen and pave Grace Street and South Bridge so they may be effectively utilized as arterials. The proposed project paves the access road to the Department of Motor Vehicles, State Police, State Maintenance Shops and the Mt. Hope Cemetery.

### C. Origin & History of Project:

The paving of Grace and South Bridge is priority No. 6 on a list of seven adopted by the Baker City Council December 13, 1974. Priority No. 1, and 4 are already complete. Priorities No. 2 and 3 were turned down at a public hearing on October 26, 1976.

### D. General Description of Project:

The project will consist of constructing approximately 2154 L.F. of street paved 44 feet wide. The curbs, gutters and a 10" lime stabilized subgrade to be provided by the city at the city's expense.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 4 ; Parking ______

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. N/A ; Parking 0

Traffic: Existing Facility: Existing ADT 400 est ; Projected ADT 600 ; Yr. 1998

Existing Level of Service ______

Proposed Facility: Projected ADT 600 ; Yr. 1998

Projected Level of Service ______

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels N/A

Acres N/A ; Type of Relocation Req. N/A ; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any:

None required

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Top priority as established by Baker City Council

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

The general traffic plan for the City of Baker was formulated after consideration of a number of options. The present FAU system and boundary was established in compliance with the 1973 Highway Act. The improvements of Grace and South Bridge Street are a part of that plan.

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area

1. Natural:

The proposed project is located in a predominantly residential area of Baker (population 9575). The neighborhood is built on the relatively level Powder River flood plain at an elevation of about 3440 feet msl. The climate of Baker is semi-arid; average annual percipitation is 8.67 inches, most of which occurs during the winter months. The average snowfall is about 35 inches. The nearby sage and bunchgrass covered hills promote rapid run-off of water originating from snow melt or summer thunder showers. Vegetation is representative of many neighborhoods, i.e. a variety of shrubs and occasional cottonwood trees.

2. Cultural:

Grace and South Bridge Streets are principally made up of low-middle income housing, plus the state maintenance shops, state police offices, a church and Mt. Hope Cemetery. The existing streets are unimproved. Utility adjustments will be minimal. Air quality should not be effected by the proposed project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No new right-of-way required.

2. Estimated Impact on Traffic Patterns:

Completed project may generate some additional traffic, but will not amount to any significant consequence since ADT for 1998 is projected for 600 ADT.

Consequences--Air Quality, Noise, Safety, etc.:

Additional traffic would raise noise levels.

3. Estimated Impact on Land Use:

No significant changes.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

No significant adverse effects have been identified. No wetlands areas identified.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

No consequences.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

Noise parameters will not be adversely affected by this project. Ambient noise is below design levels. This constitutes the FHPM 7-7-3 noise report.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

---

C. Recommended Type of Action and Documentation:

| ------------MAJOR ACTION---------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _X_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation:

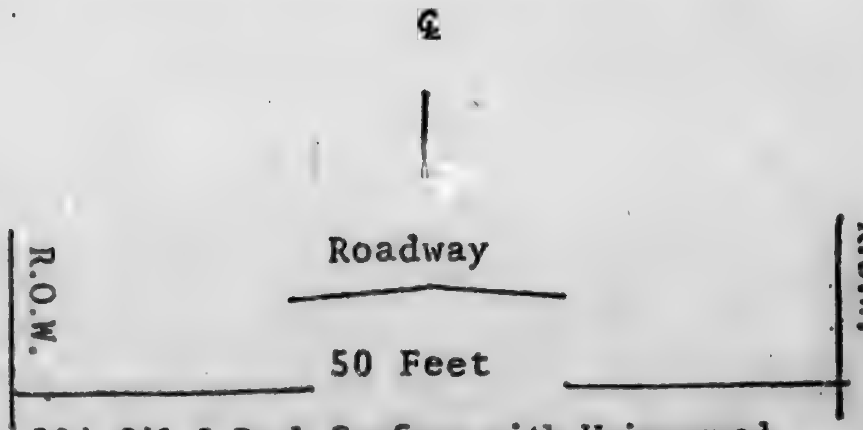
The proposed project is nonc ontroversial and does not require additional right-of-way.

---

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

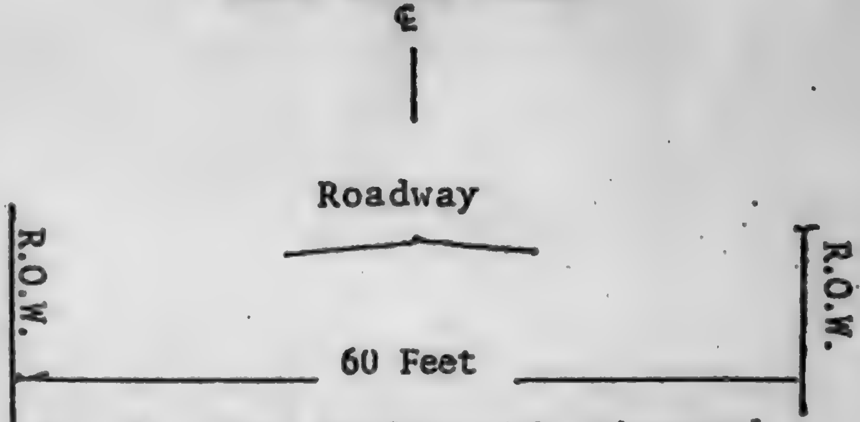
# EXISTING TYPICALS

## GRACE STREET & SOUTH BRIDGE

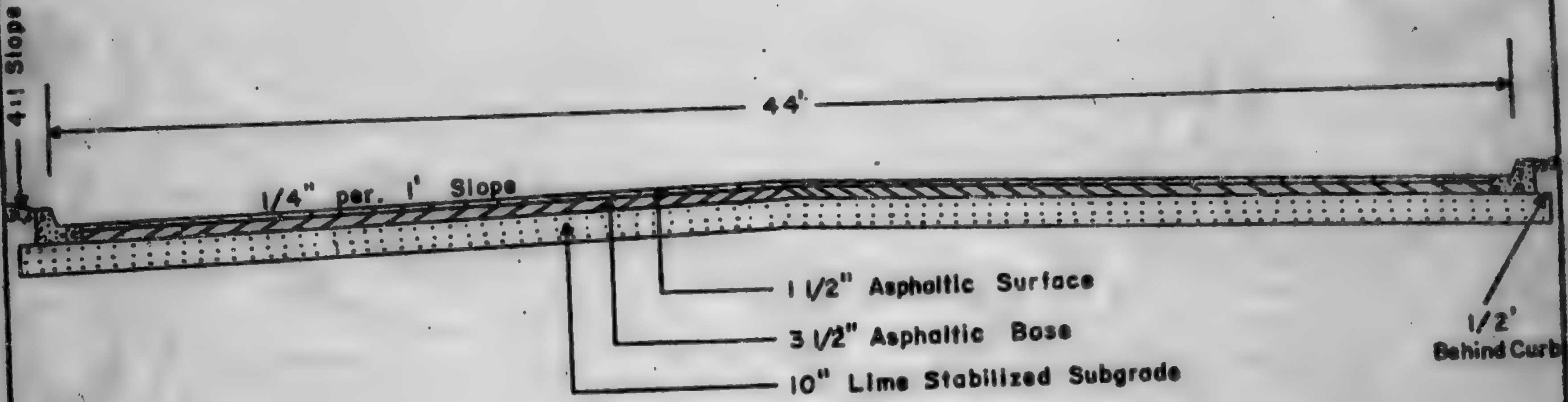

℄
Roadway
R.O.W.
R.O.W.
50 Feet

20' Oil & Rock Surface with Unimproved Shoulders

## SOUTH BRIDGE STREET


℄
Roadway
R.O.W.
R.O.W.
60 Feet

20' Oil & Rock Surface with Unimproved Shoulders


4:1 Slope
44'
1/4" per. 1' Slope
1 1/2" Asphaltic Surface
3 1/2" Asphaltic Base
10" Lime Stabilized Subgrade
1/2' Behind Curb

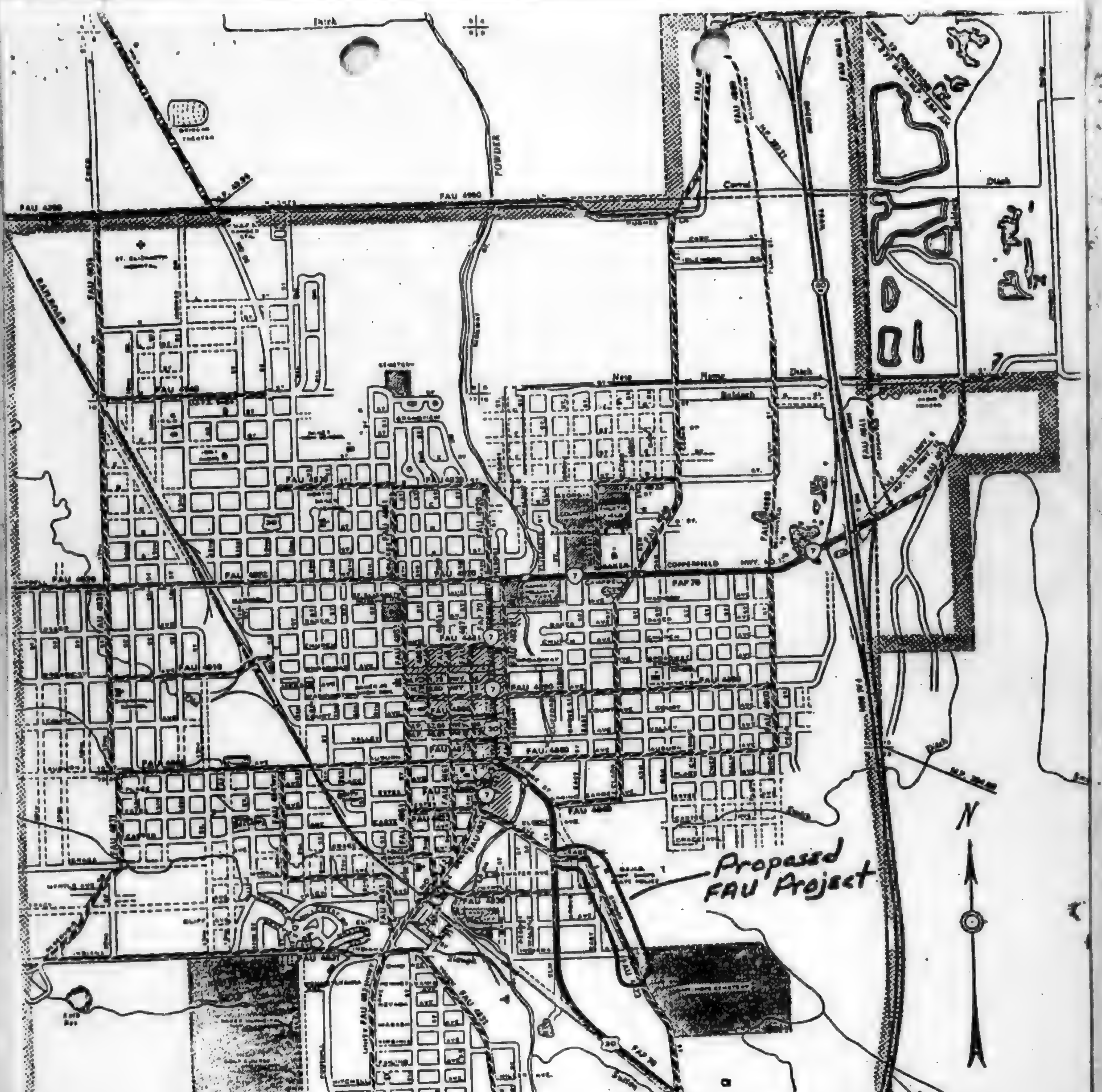
CITY OF BAKER

ENGINEERING DEPARTMENT

STANDARD ARTERIAL STREET

DN: J. W. DATE: Mar., 1977

CKD: D.S. SCALE: 1"= 6'


FAU 4980
POWDER
Proposed FAU Project
N
RIVER
Ditch

BAKER, OREGON

DATE: February 9, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the February 22 meeting will be eight requests for approval of Urban System Projects.

Baker is requesting a $70,000 project to pave a 0.4 mile segment of Grace Avenue and Bridge Street.

Bend's request is for a $175,000 project to construct a 48-foot curbed section on South 9th Street and Baer Road.

The request from Dallas is for a $452,400 project to reconstruct a 0.71 mile segment of Hankel Street.

Medford is requesting a $5,000 traffic study to determine the feasibility of rerouting southbound traffic through the central business district.

A $285,000 project to widen a 0.5 mile segment of Springbrook Street is being requested by Newberg.

Two requests were submitted by Salem. One is a $193,000 project to realign 35th Avenue to connect with 34th Avenue at Silverton Road. The other is a $12,000 project to widen 0.23 miles of 34th Avenue.

Marion County's request is for a $340,000 project to signalize four intersections and channelize two intersections on North River Road.

Federal Urban System funds for these projects are estimated at $1,095,200 with the State providing approximately $92,400 in match funds and $344,800 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

GEZ:dmc
Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
~~C. M. Williams~~ Dale Allen
W. E. Schwartz
D. N. Harwell
George Bell

CITY OF BAKER
Proposed Urban System Project

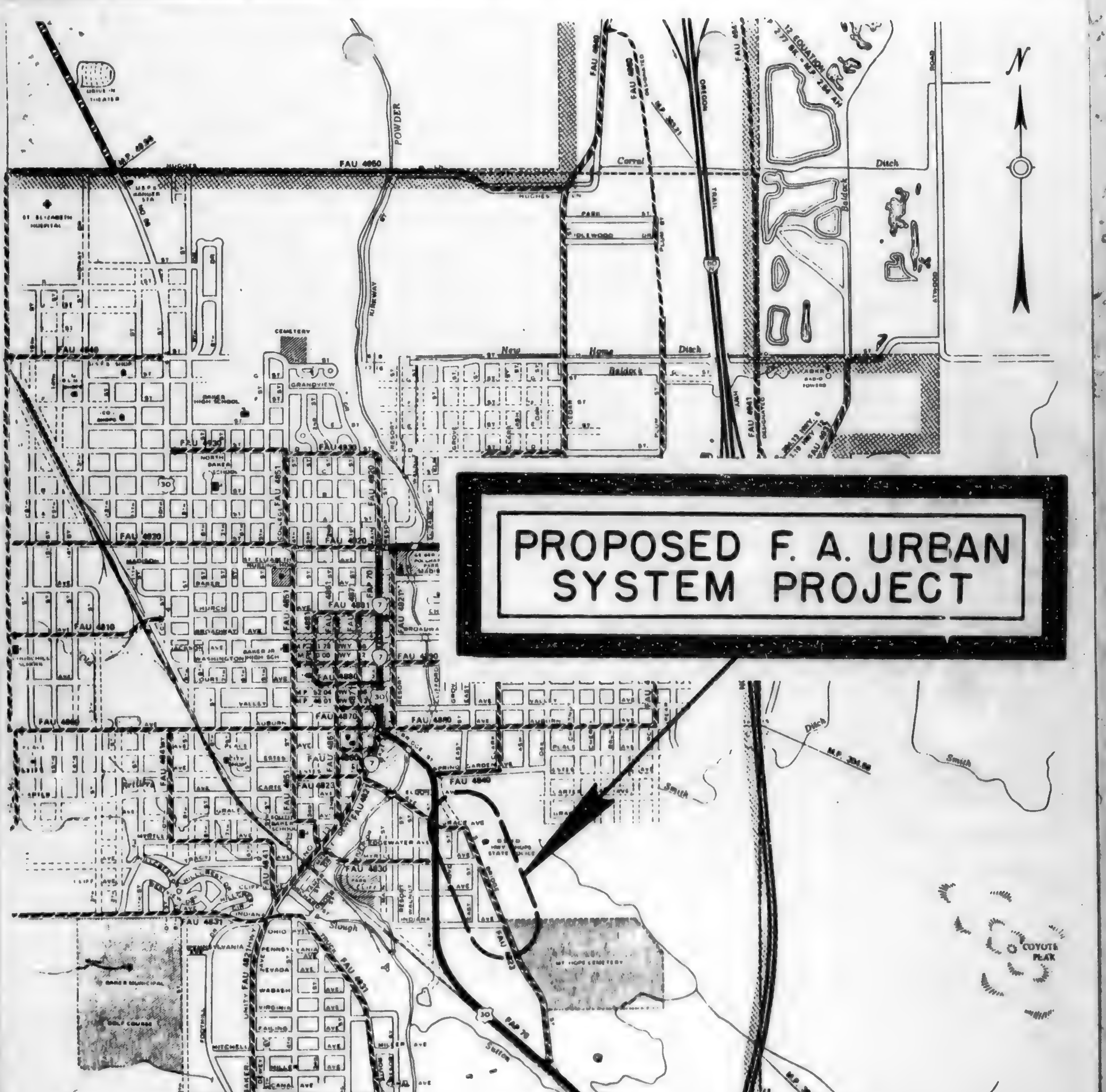
Elm Street-Mt. Hope Cemetery (Baker) Section
Grace Avenue and Bridge Street, FAU 4823
Pave
0.4 miles
$70,000

This project consists of paving a 0.4 mile segment of Grace Avenue and Bridge Street. City will provide curb and gutter, and lime stabilized base at City's expense.

City will perform preliminary engineering as a participating cost.

State will supervise construction of the project.

78-b
2/7/78



PROPOSED F. A. URBAN SYSTEM PROJECT

BAKER

N
FAU 4850
HUGHES
Corral
Ditch
POWDER
New Home Ditch
Baldock
FAU 4840
FAU 4830
FAU 4820
FAU 4810
FAU 4860
FAU 4870
FAU 4851
FAU 4821
FAU 4823
FAU 4831
FAU 4841
FAP 70
30
7
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
CEMETERY
GRANDVIEW
ST ELIZABETH HOSPITAL
DRIVE-IN THEATER
MADISON
BROADWAY AVE
WASHINGTON
COURT
VALLEY
AUBURN
SPRING GARDEN
BAKER MUNICIPAL
GOLF COURSE
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
FAILING
MITCHELL
COLORADO
UNITY
OHIO
INDIANA
Slough
Sutton
Smith
RIVER
Ditch
Creek
OREGON TRAIL
COYOTE PEAK
MT HOPE CEMETERY
ATWOOD

8754

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 10, 1978

FROM: R. C. Lang dm
R. C. Lang
Region Federal Aid Specialist

SUBJECT: Proposed FAU Project
Elm St.-Cemetery Section
Grace & Bridge Streets,
FAU 4823
City of Baker

TO: Gerald Wimer
Local Governments Section Manager

SALEM

Attached is project application and Resolution No. 2494 received from the City of Baker concerning the above subject project.

The City is proposing to perform necessary preliminary engineering for this project. The City has adequate personnel to perform this function. Also, the City will adjust City-owned utilities, lime stabilize base and construct curbs and driveways. The primary purpose of this project is to provide financing for A.C. surfacing.

The City's estimate of cost is based on information furnished by a local contrator and appears reasonable based on recently completed FAU projects in Baker. However, it does not reflect monitoring of P.E., design review, specifications, etc. It is suggested that $70,000 be programmed to allow for some cushion in the total project cost. A survey authority showing the State's anticipated costs is enclosed.

Please note the City is requesting funding at the rate of 78 percent, 11 percent local and 11 percent State. The City is also requesting a draw on future FAU funds to accomplish this project.

The project assessment submitted by the City has been given to Jim Kennedy, Region Environmentalist, for review and processing.

Please advise if additional information is required to process the application.

2-2-78
Survey Authority
To Terpin.

RCL/dlm
Attachments

cc: George Hiatt
Gary Potter
Harold Brainerd
Region V Right of Way
Vernal Moore
J. A. Schlieski
Harlin Gerlach

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JAN 11 1978
File: PM FA
LG OP
TAA Zelner

1-5

8754 [illegible] 13

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Elm St.-Mt. Hope Cemetery

Highway FAU Route 4823

County Baker (City of Baker)

Date January 9, 1978

Authorization No. 1

Survey Prefix 201-1952 (Assigned by Salem Office)

---

Description of termini, route, length, etc.:

From intersection of Elm and Grace, thence southerly along Route 4823 (Grace and South Bridge) to Mt. Hope Cemetery, about 2,154 feet.

201-1954

Purpose of survey:

To monitor City's preparation of plans, specifications and estimate of cost, print final plans, specifications for bid letting.

111-4823 ①
3-24-78

Estimate of cost:

| | | | |
|---|---|---|---|
| | Field | 901 | 600 |
| | Plans | 905 | 500 |
| | XXXXXXX Soils | 910 | 500 |
| | Liaison | 913 | 100 |
| | Specifications | 921 | 400 |

| | |
|---|---|
| Total estimated cost of survey | $2,200 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Roger C. Lang
Region Federal Aid Field Engineer

Recommended for Approval:
Warren E. Stewart
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

# N/A MB

GP*19760-734

NOTED | DE | AD

8754

JAN 5, 1978

# FEDERAL AID PROJECT REQUEST

REC'D DIV. OFFICE
LA GRANDE

Date December 28, 1977

Applicant Agency City of Baker
Request for: Off-System_____, FAS-C_____, FAUS X Project
Federal Aid Route No. FAU 4823 Route Name Grace-South Bridge
Project Name 1978 FAU and 1978 Serial Levy #2 Primary Street District #1

Project Length 2154 Feet Project Location (Attach sketch map)

Project Description Project will consist of constructing approximately 2154 LF of street paved 44 feet wide. The curbs, gutters, and a 10" lime stabilized sub grade to be provided by city at the city's expense.

Average Daily Traffic 400 (Estimated) Design Speed 25 MPH

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 20 Ft. Travel Lanes 2 Shoulders Unimproved
Medians None Parking Unimproved
Sidewalks None
Remarks Right of way varies from 50 feet to 60 feet

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 44 feet Travel Lanes two (2) 12 ft. Shoulders N/A
Medians None Parking None
Curbed Yes Length Curb Radii 10 feet
Sidewalk/Bikeway Any sidewalk needed will be installed by city.
Remarks Concrete driveways to be paid for by applicant

## II. RIGHT-OF-WAY DATA

### 1. Existing Right-of-Way:

General Width 60 ft. Minimum 50 ft. Maximum 60 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_________ No No

3. Will additional right-of-way be needed? Yes_________ No No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_________ No_________
Remarks

## III. TRAFFIC CONTROL DATA

### 1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type N/A
Phases N/A
Type of Suspension N/A
Interconnected N/A
Remarks

3. Permanent Signing:

Include in project or by applicant? No Additional signing will be required, will be adjusted as required by applicant.

4. Permanent Striping:

Include in project or by applicant?
None required.

## IV. ILLUMINATION DATA

1. Existing Illumination and Location:

250 Watt Mercury Located at intersections

2. Proposed Illumination:

Location Intersections
Type No change

Remarks To be adjusted as required by owner

## V. STRUCTURE DATA

1. Existing Structure:

Location None
Type N/A
Approach Roadway Width N/A Shoulder Width N/A
Length N/A Width
To remain in place? N/A

2. Proposed Structure:

Location No

Approximate Size: Length N/A Width N/A

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

## VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad N/A
   Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

   Remarks

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | City Manager<br>Office |
| 2. Environmental | City Manager<br>Office |
| 3. Public Hearing | City Manager<br>Office |

Remarks

## VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X________ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X________ No________

If "yes," describe briefly: The city will adjust and/or replace city owned utilities as required, lime stabilized base and construct curbs and driveways as shown on typical section.

4. Applicant's estimate of cost for requested project:

| | |
|---|---|
| Roadway Work | $ 59,800 |
| Right-of-way costs (if participating) | -0- |
| Traffic control | -0- |
| Illumination | -0- |
| Structures | -0- |
| Railroad | -0- |
| Other________ | -0- |
| Preliminary engineering | 2,990 |
| PROJECT TOTAL | $ 62,790 |

Remarks Request funding at 78% - 11% & 11%

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Baker and/or Baker COUNTY

By________
MAYOR

By________

By Dennis L Fuller
COUNTY JUDGE

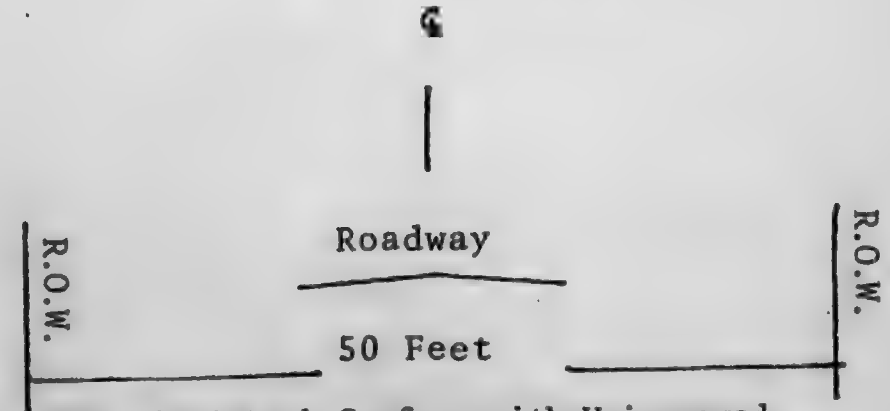
By________

By________

(1976)

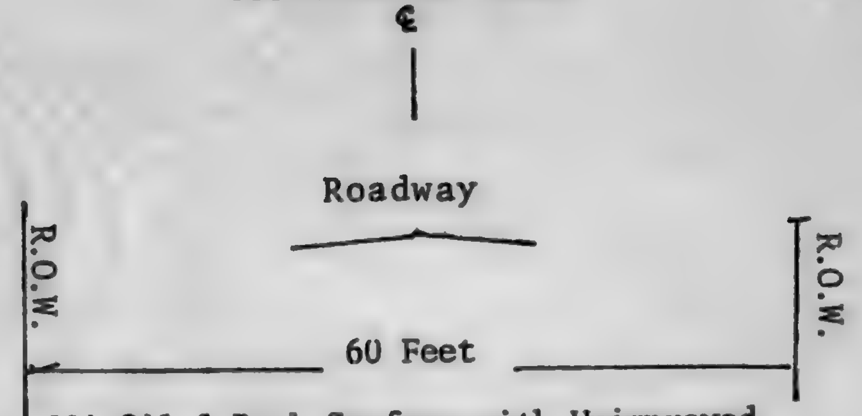
# EXISTING TYPICALS

## GRACE STREET & SOUTH BRIDGE

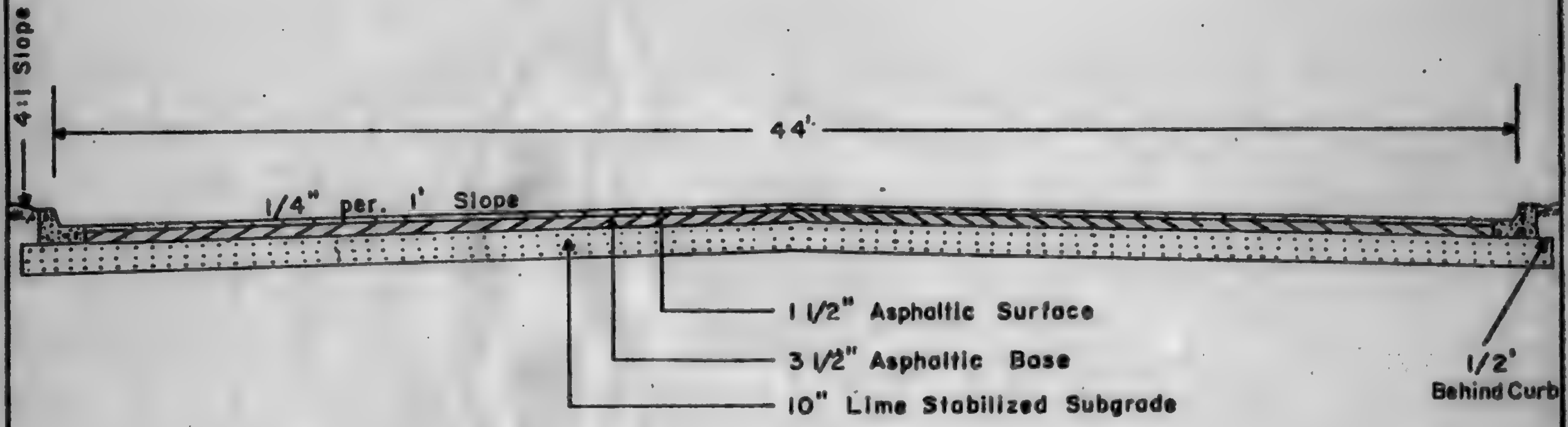

℄
Roadway
R.O.W.
R.O.W.
50 Feet

20' Oil & Rock Surface with Unimproved Shoulders

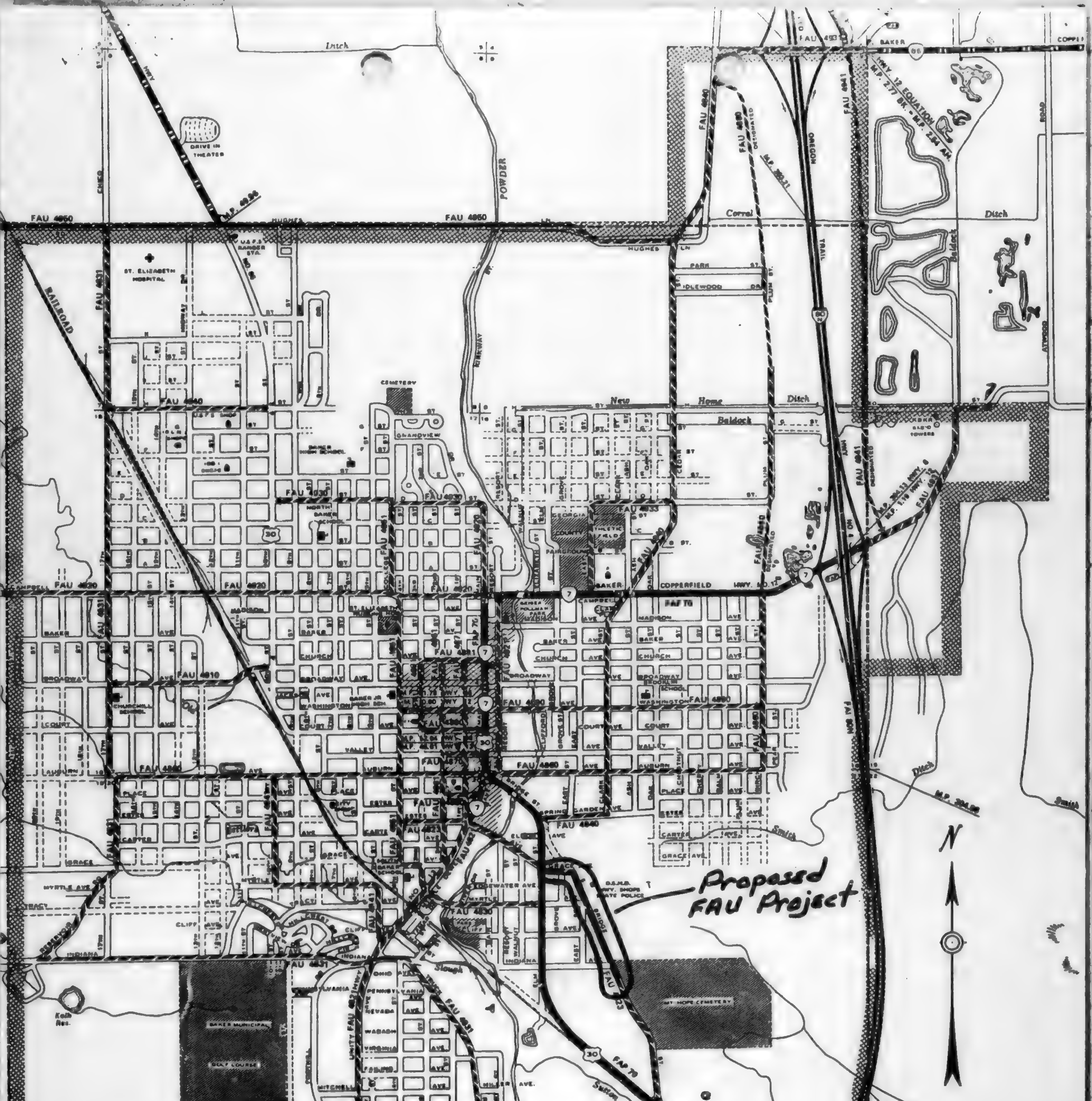
## SOUTH BRIDGE STREET


℄
Roadway
R.O.W.
R.O.W.
60 Feet

20' Oil & Rock Surface with Unimproved Shoulders


4:1 Slope
44'
1/4" per. 1' Slope
1 1/2" Asphaltic Surface
3 1/2" Asphaltic Base
10" Lime Stabilized Subgrade
1/2'
Behind Curb

| | | | |
|---|---|---|---|
| CITY OF BAKER | | | ENGINEERING DEPARTMENT |
| DN: J. W. | DATE: Mar., 1977 | | STANDARD ARTERIAL STREET |
| CKD: D.S. | SCALE: 1"= 6' | | |



BAKER, OREGON
Proposed FAU Project
N
FAU 4950
FAU 4920
FAU 4910
FAU 4930
FAU 4960
FAU 4940
FAU 4931
FAU 4941
FAU 4921
FAU 4951
FAP 70
RAILROAD
POWDER
RIVER
Ditch
Corral Ditch
New Home Ditch
Baldock
HUGHES LN
CAMPBELL
COPPERFIELD HWY. NO. 7
BROADWAY
WASHINGTON
COURT
VALLEY
AUBURN
CHURCH
BAKER
MADISON
INDIANA
MYRTLE AVE.
GRACE
CLIFF
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
MITCHELL
COLORADO
ST. ELIZABETH HOSPITAL
DRIVE IN THEATER
CEMETERY
GRANDVIEW
BAKER HIGH SCHOOL
NORTH BAKER SCHOOL
ATHLETIC FIELD
FAIRGROUNDS
GEISER POLLMAN PARK
CHURCHILL SCHOOL
BAKER JR. HIGH SCH.
BROOKLYN SCHOOL
MT. HOPE CEMETERY
BAKER MUNICIPAL GOLF COURSE
Kolb Res.
Slough
Sutton
Smith
HWY. 12 EQUATION
TRAIL
80
30
7
86

8754

# RESOLUTION NO. 2494

12-27-77

A RESOLUTION AUTHORIZING THE CITY COUNCIL TO ENTER INTO A CONTRACT WITH THE STATE HIGHWAY COMMISSION CONCERNING THE IMPROVING OF 1978 FAU AND 1978 SERIAL LEVY #2 PRIMARY STREET IMPROVEMENT DISTRICT #1: ON GRACE STREET BETWEEN ELM STREET AND SOUTH BRIDGE STREET; ON SOUTH BRIDGE STREET BETWEEN GRACE STREET AND 266 FEET SOUTH OF INDIANA AVENUE.

WHEREAS, the Federal Government, through its Department of Transportation and Federal Highway Administration has established a program of federal aid to the state known as the "Urban System Program", and,

WHEREAS, the State of Oregon has made certain of these federal funds available to the City of Baker, for the project of improving 1978 FAU and 1978 Serial Levy #2 Primary Street Improvement District #1: On Grace Street between Elm Street and South Bridge Street; on South Bridge Street between Grace Street and 266 feet south of Indiana Avenue, and,

WHEREAS, South Bridge and Grace Street are a portion of the Urban System network under the jurisdiction and control of the City of Baker and has been designated Federal Aid Urban System Route 4823 and the City of Baker is desirous of undertaking such a street improvement project:

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Baker, Oregon that the City enter into an agreement with the State of Oregon, by and through its State Highway Commission, providing for federal and state aid in the project of improving South Bridge and Grace Street, and that Mayor R. E. McNeil be authorized to execute said contract in the name of the City of Baker.

PASSED by the Council of the City of Baker, Oregon this 27th day of December, 1977.

APPROVED by the Mayor of the City of Baker, Oregon this 27th day of December, 1977.

APPROVED: Sid Johnson
Acting MAYOR

IMPROVING OF 1978 FAU AND 1978 SERIAL LEVY #2 PRIMARY
IMPROVEMENT DISTRICT #1: ON GRACE STREET BETWEEN ELM STREET
AND SOUTH BRIDGE STREET; ON SOUTH BRIDGE STREET BETWEEN GRACE
STREET AND 266 FEET SOUTH OF INDIANA AVENUE.

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PASSED by the Council of the City of Baker, Oregon this 27th day of December, 1977.

APPROVED by the Mayor of the City of Baker, Oregon this 27th day of December, 1977.

APPROVED: Sid Johnson
Acting MAYOR

ATTEST:

City Recorder

8755 Shirley St.-Main St. 1978
(Molalla) Sec. of N. Cole St.
(Grading & paving)

C+A 6239 10-5-77
C+A 9555 9-1-77

PE - AD 342 - $\$1302^{00}$ 303-1905-275
cc 1787

Cont AD 461 - $\$8100^{00}$ 303-1003
Rec'd At Dept 7/10/78

1302
81
9402

8755

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 1-22-81 | CC 2082 | | 303-1965-295<br>303-1003-295 |

**BILL TO:** Code:

City of Mollala
City Hall
Mollala, Oregon 97308

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: - For the Shirley Street - Main Street Section. This is an OFF SYSTEM Project # SOS-0302(1). | | | |
| Total Project Cost | | | $66,661.62 |
| Less Federal Funds | | | 56,819.56 |
| Less City Advance Deposit | | | 9,402.00 |
| YET DUE STATE | | | $ 440.06 |

(Please send a copy of the itemized statement with billing)

MOLALLA # 1837

| | |
|---|---|
| Advance Deposit Amount | $ 9,402.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 7,102.00 |
| Balance | $ 2,300.00 |
| Transfer to Highway Fund | $ 2,300.00 |
| Refund Due | $ - - - |

Amount Due $ 440.06

Partial or final request for billing FINAL

Submitted by: Harold Reynoldson
Harold Reynoldson

Number of the previous request in connection with this service. CC 1787, CC 1857

Approved:
D. E. Swan

SP*35736-734

# OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** January 22, 1981

**CITY** MOLLALA **Contract No.** 8755 **Date Completed** 8-11-78

**PROJECT #** SOS-0302(1) **Section** Shirley Street - Main Street

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| P.E. Consultant | $ 8,128.00 |
| State | 1,049.19 |
| | $ 9,177.19 |
| Construction: Payment to Contractor | $53,620.44 |
| Engineering | 3,863.99 |
| | $57,484.43 |
| Total Project Cost | $66,661.62 |
| Less Federal Funds | 56,819.56 |
| Less City Advance Deposit | 9,402.00 |
| AMOUNT DUE STATE | $ 440.06 |

**Reference:** **Billing Form** CC-2082

```
81
81
81
81
80


81
81
81
80
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```
                                              TOT       N1
                                           ** JOB TOTALS **                   **

   SHIRLEY ST-HOOGBRN HY(MOLALLA CONT NO 8755 * FA PROJ NOS OS  302001 100
                                 303    1003    201       00 P 1
                                 303    1003    295       00 N 9
                                 303    1003    296       00 N 9
                                 303    1003    298       00 N 9
                                 303    1003    900       00 P 1
                                 303    1003    900       00 N 1
                                 303    1003    920       00 P 1
                                 303    1003    985       00 P 1
                                 303    1003    985       00 N 1
                                                TOT       P1
                                                TOT       N1
                                             ** JOB TOTALS **                 **

   MONITOR CITY PV MKINGS       CONT NO       FA PROJ NOS PMS 00S083 100
                                 303    1005    296       00 N 9
```

```
VE YRS
   END

    81
    81
    80
    80
    81


    79
    79
    79
    80
    80


    79
    79
```

```
TOTAL  TO DATE  JOB  COST  SUMMARY                                            DEC

DESCRIPTION OF  JOB  OR  DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH
                                 303    1005    298       00 N 9
                                 303    1005    900       00 P 1          53.22
                                 303    1005    900       02 P 1         201.67
                                                TOT       P1             254.89
                                             ** JOB TOTALS **            254.89   **

   LWNFLD RD-CLACK HWY-SE 92ND   CONT NO 8957 = FA PROJ NOS XI   653003 100
                                 303    1009    201       00 P 1
                                 303    1009    206       00 N 1
                                 303    1009    208       00 N 1
                                 303    1009    270       01 P 1
                                 303    1009    270       04 P 1
                                 303    1009    296       00 N 9
                                 303    1009    297       00 N 9
                                 303    1009    298       00 N 9
                                 303    1009    900       00 P 1
                                 303    1009    900       00 N 1
                                 303    1009    903       00 P 1
                                 303    1009    920       00 P 1
                                 303    1009    928       00 N 1
                                 303    1009    950       00 P 1
                                 303    1009    960       00 N 1
                                 303    1009    985       00 P 1
                                                TOT       P1
                                                TOT       N1
                                             ** JOB TOTALS **                 **
```

```
                                       TOT      N1                                                    9,303.14
                                    ** JOB TOTALS **                 **          233.94  **  1,273,920.99  **

OODBRN HY(MOLALLA CONT NO 8755 = FA PROJ NOS OS  302001 100                                                  STATE
                    303     1003     201      00 P 1                                       53,620.44      78
                    303     1003     295      00 N 9                                        6,100.00      78
                    303     1003     296      00 N 9                           50.24       56,045.53CR    78
                    303     1003     298      00 N 9                           50.24CR     48,945.53      78
                    303     1003     900      00 P 1                           36.62CR      3,425.63      78
                    303     1003     900      00 N 1                           45.92          408.36      78
                    303     1003     920      00 P 1                            7.75CR                    78
                    303     1003     985      00 P 1                           34.16CR                    78
                    303     1003     985      00 N 1                           30.00           30.00      80
                                     TOT      P1                               78.53CR     57,046.07
                                     TOT      N1                               75.92          438.36
                                  ** JOB TOTALS **                 **           2.61CR**   57,484.43  **

 PV MKINGS           CONT NO         FA PROJ NOS PMS 00S083 100                                              STATE
                    303     1005     296      00 N 9                                        1,000.00CR    78

OB COST SUMMARY                                               DECEMBER 1980          PAGE  149
                                                                       FISCAL             GRAND TOTAL       ACTIVE
JOB OR DEPARTMENT          PREFIX          FUNCTION   GR   CURRENT MONTH     YEAR TO DATE         TO DATE          BEG
                    303     1005     298      00 N 9                                        1,000.00      78
                    303     1005     900      00 P 1        53.22             56.15           279.93      79
                    303     1005     900      02 P 1       201.67            279.53         1,072.12      78
                                     TOT      P1           254.89            335.68         1,352.05
                                  ** JOB TOTALS **         254.89  **        335.68  **     1,352.05  **

ACK HWY-SE 92ND     CONT NO 8957 = FA PROJ NOS XI   653003 100                                               STATE
                    303     1009     201      00 P 1                        4,074.99      409,866.98      79
                    303     1009     206      00 N 1                           57.05           57.05      80
                    303     1009     208      00 N 1                            8.64CR          8.64CR    80
                    303     1009     270      01 P 1                                        2,283.36      80
                    303     1009     270      04 P 1                          736.98          736.98      80
                    303     1009     296      00 N 9                        7,632.18CR    421,291.05CR    79
                    303     1009     297      00 N 9                                       26,100.00      79
                    303     1009     298      00 N 9                        7,632.18      395,191.05      79
                    303     1009     900      00 P 1                        2,120.88       50,469.02      79
                    303     1009     900      00 N 1                                           59.10      80
                    303     1009     903      00 P 1                          912.97        1,295.30      79
                    303     1009     920      00 P 1                                           80.72      79
                    303     1009     928      00 N 1                            8.64            8.64      80
                    303     1009     950      00 P 1                                           79.14      80
                    303     1009     960      00 N 1                                           96.12      80
                    303     1009     985      00 P 1                                          119.15      79
                                     TOT      P1                            7,845.82      464,930.65
                                     TOT      N1                               57.05          212.27
                                  ** JOB TOTALS **                 **       7,902.87  **  465,142.92  **
```

```
TOTAL TO DATE JOB COST SUMMARY                                                   DECEMBER 1980
                                                                                       FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX         FUNCTION   GR  CURRENT MONTH      YEAR TO DATE
                                      303    1958        901       00 P 1
                                      303    1958        901       00 N 1
                                      303    1958        905       00 P 1
                                                         TOT       P1
                                                         TOT       N1
                                                      ** JOB TOTALS **               **

  N SHIRLEY-WOODBRN/ESTCADA       CONT NO        * FA PROJ NOS OS   302001 100
                                      303    1965        295       00 N 9
                                      303    1965        296       00 N 9                         15. 9
                                      303    1965        298       00 N 9                         15. 97
                                      303    1965        901       00 P 1                         31. 43
                                      303    1965        904       00 P 1                         10. 91
                                      303    1965        905       00 P 1
                                      303    1965        920       00 P 1
                                      303    1965        921       00 P 1
                                      303    1965        923       00 P 1
                                                         TOT       P1                             42. 34
                                                      ** JOB TOTALS **               **           42. 34

  OR CITY PAVEMENT MARKING PRO    CONT NO          FA PROJ NOS FMS 00S083 100
                                      303    1969        296       00 N 9                          4. 32
                                      303    1969        298       00 N 9                          4. 32
                                      303    1969        901       00 P 1
                                      303    1969        905       00 P 1
                                      303    1969        913       00 P 1                          4. 32
                                      303    1969        918       00 P 1
                                                         TOT       P1                              4. 32
                                                      ** JOB TOTALS **               **            4. 32

  37TH AVE (MILWAUKIE)            CONT NO          FA PROJ NOS SRS 00S007 100
                                      303    1979        296       00 N 9
                                      303    1979        298       00 N 9
                                      303    1979        905       00 P 1
                                      303    1979        915       00 P 1
                                                         TOT       P1
                                                      ** JOB TOTALS **               **

  JOHNSON CR BLVD @ BELL AVE      CONT NO        * FA PROJ NOS M    704001 100
                                      303    1982        296       00 N 9                         [illegible]
                                      303    1982        298       00 N 9                         54. 9
                                      303    1982        407       00 P 1
                                      303    1982        901       00 P 1                          4. 3
                                      303    1982        904       00 P 1                          4. 34
                                      303    1982        905       00 P 1
```

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SUMMARY                                                        DECEMBER 1980        PAGE  643
                                                                        FISCAL         GRAND TOTAL
PARTMENT          PREFIX         FUNCTION   GR  CURRENT MONTH      YEAR TO DATE          TO DATE
                303    1958      901       00 P 1                                         108.03
                303    1958      901       00 N 1                                         167.41
                303    1958      905       00 P 1                                          69.71
                                 TOT          P1                                          177.24
                                 TOT          N1                                          167.41
                                 ** JOB TOTALS **             **                 **       345.15   **

TCADA        CONT NO         * FA PROJ NOS OS   302001 100                                          STATE
                303    1965      295       00 N 9                                       1,002.00
                303    1965      296       00 N 9                        15.97          6,876.03CR
                303    1965      298       00 N 9                        15.97CR        7,874.03
                303    1965      901       00 P 1                        31.43CR          270.38
                303    1965      904       00 P 1                        10.91CR        8,128.00
                303    1965      905       00 P 1                                         384.58
                303    1965      920       00 P 1                                          42.00
                303    1965      921       00 P 1                                         340.90
                303    1965      923       00 P 1                                          11.33
                                 TOT          P1                         42.34CR        9,177.19
                                 ** JOB TOTALS **             **         42.34CR**      9,177.19   **

KING PRO     CONT NO           FA PROJ NOS PMS 00S083 100                                           STATE
                303    1969      296       00 N 9                         4.32CR          185.87CR
                303    1969      298       00 N 9                         4.32            185.87
                303    1969      901       00 P 1                                          67.27
                303    1969      905       00 P 1                                         108.06
                303    1969      913       00 P 1                         4.32              4.32
                303    1969      918       00 P 1                                           6.22
                                 TOT          P1                          4.32            185.87
                                 ** JOB TOTALS **             **          4.32   **       185.87   **

             CONT NO           FA PROJ NOS SRS 00S007 100                                           STATE
                303    1979      296       00 N 9                                          47.37CR
                303    1979      298       00 N 9                                          47.37
                303    1979      905       00 P 1                                          49.88
                303    1979      915       00 P 1                                           2.75
                                 TOT          P1                                           52.63
                                 ** JOB TOTALS **             **                 **        52.63   **

LL AVE       CONT NO         * FA PROJ NOS M    704001 100                                          STATE
                303    1982      296       00 N 9                        54.95CR       11,208.95CR
                303    1982      298       00 N 9                        54.95         11,208.95
                303    1982      407       00 P 1                                          85.12
                303    1982      901       00 P 1                         4.34          3,308.25
                303    1982      904       00 P 1                         4.34CR          410.76
                303    1982      905       00 P 1                                       2,855.59
```

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1963

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 11-44-77
TO 2-26-80

FEDERAL AID PROJECT NO.
OS-302(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $66,615.70 | $66,223.26 | 85.80% | $56,819.56 | $56,819.56 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 9/11/80

PASSED FOR PAYMENT
V.E. Skoog, Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | **Shirley St.-[illegible] (Molalla) Section**<br>**Clackamas County** | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | [illegible] Engineering | Lump Sum | | | $ 8,120.00 | |
| | State | All Required | | | [illegible] | |
| | Total Participating Preliminary Engineering | | | | $ 9,177.[illegible] | |
| | Construction | | | | | |
| | Type Code [illegible] Contract [illegible] | | | | | |
| | [illegible] | | | | | |
| | Final Contract Payment Summary | Lump Sum | | | $53,[illegible] | |
| | Construction Engineering | | | | | |
| | State | All Required | | | $ [illegible] | |
| | Total Participating Costs | | | | [illegible] | |
| | Nonparticipating Items | | | | | |
| | Construction Engineering | All Required | | | $ [illegible] | |
| | Total Project Costs | | | | [illegible] | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 9/10/80. | | | | | |

Diane said to use Voucher not J.C.S. in this case
11-3-80

AMOUNT CARRIED FORWARD .....

```
SHIRLEY ST-WOODBRN HY-MOLALLA CONT NO 8755 = FA PROJ NOS US  302001 100
                                   303   1003     201      00 P 1
                                   303   1003     295      00 N 9
                                   303   1003     296      00 N 9
                                   303   1003     298      00 N 9
                                   303   1003     900      00 P 1          36.62CR         36
                                   303   1003     900      00 N 1
                                   303   1003     920      00 P 1           7.75CR          7.
                                   303   1003     985      00 P 1          34.16CR         34.
                                   303   1003     985      00 N 1          30.00           30.
                                                  TOT      P1              78.53CR         78.
                                                  TOT      N1              30.00           30.
                                               ** JOB TOTALS **            48.53CR**       48

  MONITOR CITY PV MKINGS        CONT NO         FA PROJ NOS PMS 00S083 100
                                   303   1005     296      00 N 9
                                   303   1005     298      00 N 9
                                   303   1005     900      00 P 1
                                   303   1005     900      02 P 1
                                                  TOT      P1
                                               ** JOB TOTALS **                  **



TOTAL TO DATE JOB COST SUMMARY                                                   SEPTEMBER 1980
                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DA

  LWNFLD RD-CLACK HWY-SE 92ND   CONT NO 8957 = FA PROJ NOS XI   653003 100
                                   303   1009     201      00 P 1                         4,074.
                                   303   1009     206      00 N 1                            57.
                                   303   1009     208      00 N 1                             8.
                                   303   1009     270      01 P 1
                                   303   1009     270      04 P 1         736.98            736
                                   303   1009     296      00 N 9         747.10CR        6,800.
                                   303   1009     297      00 N 9
                                   303   1009     298      00 N 9         747.10          6,800
                                   303   1009     900      00 P 1         218.69          2,098.
                                   303   1009     900      00 N 1
                                   303   1009     903      00 P 1                           912
                                   303   1009     920      00 P 1
                                   303   1009     928      00 N 1                             8
                                   303   1009     950      00 P 1
                                   303   1009     960      00 N 1
                                   303   1009     985      00 P 1
                                                  TOT      P1             955.67          7,823
                                                  TOT      N1                                57.
                                               ** JOB TOTALS **           955.67  **      7,880.

  SE 132ND-SE 142ND-SNYSDE RD   CONT NO 9072    FA PROJ NOS XI   718004 100
                                   303   1012     201      00 P 1       4,212.07        190,123
                                   303   1012     201      00 N 1          55.11            355
```

```
                                                                                     STATE
A CONT NO 8755 = FA PROJ NOS OS  302001 100                               53,620.44    78      78
     303     1003       201        00 P 1                                   6,100.00    78      78
     303     1003       295        00 N 9                                  55,095.77CR  78      79
     303     1003       296        00 N 9                                  48,995.77    78      79
     303     1003       298        00 N 9        36.62CR        36.62CR     3,425.63    78      80
     303     1003       900        00 P 1                                     362.44    78      79
     303     1003       900        00 N 1         7.75CR         7.75CR                 78      80
     303     1003       920        00 P 1        34.16CR        34.16CR                 78      80
     303     1003       985        00 P 1        30.00          30.00          30.00    80      80
     303     1003       985        00 N 1        78.53CR        78.53CR    57,046.07
                        TOT        P1            30.00          30.00         392.44
                        TOT        N1
                  ** JOB TOTALS **              48.53CR**      48.53CR**  57,4[illegible].51  **

                                                                                     STATE
   CONT NO            FA PROJ NOS PMS 00S083 100                        1,000.00CR    78      80
       303     1005     296        00 N 9                                1,000.00     78      80
       303     1005     298        00 N 9                      .07CR       223.71     79      80
       303     1005     900        00 P 1                                  792.59     78      80
       303     1005     900        02 P 1                      .07CR     1,016.30
                        TOT        P1                          .07CR**   1,016.30  **
                  ** JOB TOTALS **                   **


                                                    SEPTEMBER 1980         PAGE  136
RY                                                         FISCAL          GRAND TOTAL      ACTIVE YRS
                                                        YEAR TO DATE        TO DATE          BEG   END
MENT          PREFIX          FUNCTION   GR  CURRENT MONTH

                                                                                        STATE
ND    CONT NO 8957 = FA PROJ NOS XI   653003 100            4,074.99      409,866.98      79    80
            303      1009       201        00 P 1                57.05           57.05      80    80
            303      1009       206        00 N 1                 8.64CR          8.64CR   80    80
            303      1009       208        00 N 1                              2,283.36      80    80
            303      1009       270        01 P 1                736.98          736.98      80    80
            303      1009       270        04 P 1    736.98     6,800.89CR  420,459.76CR    79    80
            303      1009       296        00 N 9    747.10CR                 26,100.00      79    79
            303      1009       237        00 N 9    747.10     6,800.89     394,359.76      79    80
            303      1009       298        00 N 9    218.69     2,098.56      50,446.70      79    80
            303      1009       900        00 P 1                                59.10      80    80
            303      1009       900        00 N 1                 912.97      1,295.30      79    80
            303      1009       903        00 P 1                                80.72      79    79
            303      1009       920        00 P 1                   8.64           8.64      80    80
            303      1009       928        00 N 1                                79.14      80    80
            303      1009       950        00 P 1                                96.12      80    80
            303      1009       960        00 N 1                               119.15      79    80
            303      1009       985        00 P 1                             464,908.33
                                TOT        P1        955.67     7,823.50         212.27
                                TOT        N1                      57.05
                         ** JOB TOTALS **            955.67  **  7,880.55  **  465,120.60  **
                                                                                        STATE
RD    CONT NO 9072   FA PROJ NOS XI   718004 100   4,212.07   150,123.18     174,879.28      80    80
            303      1012       201        00 P 1     55.11       355.11         355.11      80    80
            303      1012       201        00 N 1
```

```
TOTAL TO DATE JOB COST SUMMARY                                                SEPTEMBER 1980
                                                                                    FISCAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE

  SPRR XING @ TOLIVER (MOLALLA) CONT NO       * FA PROJ NOS RR0000S035 100                 34.51C
                                  303    1958     296      00 N 9
                                  303    1958     298      00 N 9                          34.51
                                  303    1958     299      00 N 9
                                  303    1958     901      00 P 1
                                  303    1958     901      00 N 1
                                  303    1958     905      00 P 1
                                                  TOT      P1
                                                  TOT      N1
                                              ** JOB TOTALS **          **

  N SHIRLEY-WOODBRN/ESTCADA     CONT NO       * FA PROJ NOS OS  302001 100
                                  303    1965     295      00 N 9
                                  303    1965     296      00 N 9
                                  303    1965     298      00 N 9
                                  303    1965     901      00 P 1       31.43CR            3 .43C
                                  303    1965     904      00 P 1       10.91CR            10.91C
                                  303    1965     905      00 P 1
                                  303    1965     920      00 P 1
                                  303    1965     921      OC P 1
                                  303    1965     923      00 P 1
                                                  TOT      P1           42.34CR            42.34C
                                              ** JOB TOTALS **          42.34CR**          42.34C

  OR CITY PAVEMENT MARKING PRO  CONT NO         FA PROJ NOS PMS 00S083 100  4.32CR            4.32C
                                  303    1969     296      00 N 9       4.32               4.32
                                  303    1969     298      00 N 9
                                  303    1969     901      00 P 1
                                  303    1969     905      00 P 1                          4.32
                                  303    1969     913      00 P 1
                                  303    1969     918      00 P 1                          4.32
                                                  TOT      P1                              4.32
                                              ** JOB TOTALS **          **

  37TH AVE (MILWAUKIE)          CONT NO         FA PROJ NOS SRS 00S007 100
                                  303    1979     296      00 N 9
                                  303    1979     298      00 N 9
                                  303    1979     905      00 P 1
                                  303    1979     915      00 P 1
                                                  TOT      P1
                                              ** JOB TOTALS **          **

  JOHNSON CR BLVD @ BELL AVE.   CONT NO         FA PROJ NOS M   704001 100
                                  303    1982     296      00 N 9
```

```
MARY
                                                     SEPTEMBER 1980          PAGE  600

TMENT          PREFIX        FUNCTION   GR  CURRENT MONTH         FISCAL           GRAND TOTAL
                                                               YEAR TO DATE          TO DATE

(ALLA) CONT NO         * FA PROJ NOS RR0000S035 100
            303    1958      296        00 N 9                                                    STATE
            303    1958      298        00 N 9                    34.51CR          194.48CR
            303    1958      299        00 N 9                                     159.97
            303    1958      901        00 P 1                    34.51             34.51
            303    1958      901        00 N 1                                     108.03
            303    1958      905        00 P 1                                     167.41
                             TOT        P1                                          69.71
                             TOT        N1                                         177.74
                        ** JOB TOTALS **                                           167.41
                                                    **                   **        345.15  **

A        CONT NO       * FA PROJ NOS OS  302001 100
            303    1965      295        00 N 9                                                    STATE
            303    1965      296        00 N 9                                   1,002.00
            303    1965      298        00 N 9                                   8,892.00CR
            303    1965      901        00 P 1                                   7,890.00
            303    1965      904        00 P 1    31.43CR          31.43CR           270.38
            303    1965      905        00 P 1    10.91CR          10.91CR         8,128.00
            303    1965      920        00 P 1                                     384.58
            303    1965      921        00 P 1                                      42.00
            303    1965      923        00 P 1                                     340.90
                             TOT        P1                                          11.33
                        ** JOB TOTALS **          42.34CR          42.34CR         9,122.19
                                                  42.34CR**        42.34CR**       9,177.19  **

PRO    CONT NO           FA PROJ NOS PMS 005083 100
            303    1969      296        00 N 9    4.32CR           4.32CR                         STATE
            303    1969      298        00 N 9    4.32             4.32            185.87CR
            303    1969      901        00 P 1                                     185.87
            303    1969      905        00 P 1                                      67.27
            303    1969      913        00 P 1                                     108.06
            303    1969      918        00 P 1                     4.32              4.32
                             TOT        P1                                           6.22
                        ** JOB TOTALS **                           4.32            185.87
                                                  **               4.32   **       185.87  **

       CONT NO           FA PROJ NOS SRS 005007 100
            303    1979      296        00 N 9                                                    STATE
            303    1979      298        00 N 9                                      47.37CR
            303    1979      905        00 P 1                                      47.37
            303    1979      915        00 P 1                                      49.88
                             TOT        P1                                           2.75
                        ** JOB TOTALS **                                            52.63
                                                  **                  **            52.63  **

       CONT NO           FA PROJ NOS M    704001 100
            303    1982      296        00 N 9                                                    STATE
                                                                                11,154.00CR
```

8755 **OREGON STATE HIGHWAY DIVISION**

FORM 61-734-1190

## HIGHWAY DIVISION INVOICE

NO. 131207

8

| DATE | BILLING REQ. NO. | YOUR ORDER NO. |
|---|---|---|
| 2-27-81 | CC<br>[illegible] 2082 | |

CREDIT DISTRIBUTION

| | |
|---|---|
| 324-02 | 440.06 |
| 303-1003-295-00-000 | [440.06] |
| 303-1003-296-00-000 | 440.06 |

NEW: MØLLALA

City of Mollala
City Hall
Mollala, OR 97308

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING: For the Shirley Street - Main Street Section<br>This is an OFF SYSTEM Project #SOS-0302(1) | | | |
| TOTAL PROJECT COST | | | $66,661.62 |
| Less: Federal Funds | | | 56,819.56 |
| Less: City Advance Deposit | | | 9,402.00 |
| AMOUNT DUE | | | $ 440.06 |
| FINAL | | | |

8755

STATE COPY 8

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-26-80

cc: OSHD
(H S Coulter)

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5) For "Off-System" Project

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>OS-0302(1) | 2. COUNTY<br>Clackamas | 3. STATE<br>Oregon 8755 |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project, besides additional and incidental, involved the construction of roadbed grading, aggregate base and asphalt concrete pavement on the Shirley St.-Main St. (Molalla) Section of North Cole Street in Clackamas County.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Parker Northwest Paving Co. | 6. CONTRACT AMOUNT<br>$ 50,847.50 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE For Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

RECEIVED
ATE HWY ENGR
FEB 27 '80
REFER TO [illegible]
FOR
File
Act
Sign
D/R
R/D
Inves
Info

2-27
CY

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 45 feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 6201 | 0.328 | 45 | — | |

COPY SENT
FEB 26 198
STATE

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>W.N. Bryant, Area Engr. | 11. DATE OF INSPECTION<br>10-19-78 |

12. IN COMPANY WITH
Unaccompanied

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>Wallace W Bryant | | 16. SIGNATURE<br>G K [illegible] | |
| 14. TITLE<br>Area Engr. | 15. DATE<br>2-25-80 | 17. TITLE<br>F.O.E. | 18. DATE<br>2/26/80 |

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8755

MA PDM PDE TSE SPC
ODOT - METRO
OCT 27 1978
AM PPS FILE T/A

City Of Molalla
P.O. BOX 598
MOLALLA, OREGON 97038
(503) 829-6855

Molalla Buckeroo
SINCE 1913

October 26, 1978

Department of Transportation
Metropolitan Section
5821 N. E. Glison
Portland, Oregon 97213

Attention: John Rose

SUBJECT: NORTH COLE STREET IMPROVEMENT, CITY OF MOLALLA, PREFIX #303-1965

I am writing this letter in reference to our conversation concerning the selection procedure which was used, in selecting the firm of Westech Engineering on this project. As I explained to you, Westech Engineering has been with the City for a period in excess of four years, doing engineering studies and design for a new sewage treatment plant, a systems rehabilition project, and proposed trunk sewer survey, a master storm drainage design study, and center line grade profile study.

Although, I am unable to document the specific process which was years in selecting Westech Engineers originally, I understant that several engineers were interview with regards to their abilities to provide services for the City of Molalla. One of the more recent projects which Westech Engineering has completed for us was the master storm drainage and center line profile grade survey project. At the time that this project came about, approximately November or December of 1976, letters were sent out and contacts made with several engineering firms, concerning proposals for this work. We reviewed proposals and choose to retain Westech Engineering, do to their extensive background of the City and existing data which they already had obtained through the studies preformed regarding the sanitary sewer.

When the North Cole Street project approvals came from your office it was an obvious decision to retain Westech Engineering for that project since they had just recently completed the master storm drain and center line grade profile studies for the entire City. Much of the basic engineering design work, and storm drainage had already been preformed for the North Cole Street improvement, via the master storm drainage profile grade study. Therefore, the cost for the engineering on the project was substantially less, due again to their background and knowledge of the area.

I hope this explanation is reason for selecting Westech Engineering, and will be adequate and satisfactory for your purpose. I further feel that although not able to fully document all of the interviews and submittal informations from other engineering firms, that the process that we used to select Westech Engineering would be in compliance with the F.H.P.M. regulation for the North Cole Street improvements.

If you have any further questions or need other information, please feel free to call on me.

10-31-78
Copy to FHWA
MCH

JOHN L. WHITESIDE
DIRECTOR OF PUBLIC WORKS

#8755

October 20, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $988.71 will be made to Parker-Northwest Paving Co. on Contract No. 8735 for work on the Shirley Street-Main Street Section of North Cole Street in Molalla, Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $53,620.44 including the post-final payment. Of the total $988.71 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

hkr

cc: Parker-Northwest Paving Co.
1105 17th Street
P. O. Box 149
Oregon City, OR 97045

bc: C. T. Kessey
Walt Hart
Ed Hardt

8755

8

October 9, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8755 awarded to Parker Northwest Paving Co. for work on the Shirley Street-Main Street Section of North Cole Street in Molalla, Clackamas County, was completed on August 11, 1978, and accepted by the State Highway Engineer on October 5, 1978.

Final payment in the amount of $2,581.92 will be released to the contractor after October 16, 1978. The total contract amount is $52,631.73 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc Parker-Northwest Paving Co.
1105 17th Street
P. O. Box 149
Oregon City, OR 97045

bc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8755

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 5, 1978

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: H. S. Coulter
State Highway Engineer

| | |
|---|---|
| Contract | 8755, Work Completed August 11, 1978 |
| Project | Shirley St.-Main St. (Molalla) |
| Highway | City Street (N. Cole St.) |
| County | Clackamas |
| Type of Work | Grading & Paving |
| Contractor | Parker Northwest Paving Co. |
| Recommended Acceptance Date | October 5, 1978 |

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:mk

cc: R. D. Church

Letter to surety
10-9-78

APPROVED
STATE HIGHWAY ENGINEER
Date 10/6/78

8755 4

FORM C-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shirley St.-Main St. (Molalla)

WEEK ENDING: August 19, 1978

SECTION PREFIX: 303-1003

HIGHWAY: North Cole Street, City

COUNTY: Clackamas

NAME OF JOB: Shirley St.-Main St.(Molalla)

KIND OF WORK: Grading & Paving

CONTRACTOR: Parker Northwest Paving

CONTRACT NUMBER: 8755

FEDERAL AID PROJECT NUMBER: OS-0302(1)

DATE OF CONTRACT: July 10, 1978

DATE WORK STARTED: July 31, 1978

ESTIMATED COMPLETION DATE: August 12, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 60 C.D

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 24 C.D

PERCENT OF TIME ELAPSED 40

PROJECT AUTHORIZATION: $58,449.39

EXCLUSIVE OF ENGINEERING: $53,244.64

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $53,244.64

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

ENGINEERING AUTHORIZATION $5,104.75

ENGINEERING COST TO DATE $3,000

PERCENT OF AUTHORIZATION 59 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 96

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

DATE PROJECT WAS COMPLETED: August 12, 1978

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING |
|---|---|---|
| | | |

| | BASE | OIL AND/OR PAVE. | MAT'L. PROD | | |
|---|---|---|---|---|---|
| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
| MILES IN PROJECT | 0.3 | 0.3 | | | 0.3 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.3 | 0.3 | | | 0.3 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | 1,100 CY | | | 1,750 Ton |
| TOTAL QUANTITIES CORRECTED TO DATE | | 1,110 | | | 1,641 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | 1,110 | | | 1,641 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: None

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | | 0 | | |
| TUESDAY | | 0 | | |
| WEDNESDAY | | 0 | | |
| THURSDAY | | 0 | | |
| FRIDAY | | 0 | | |
| SATURDAY | | 0 | | |

Keesey Jackmond Hopkins Williams Johnson Glenn
RECEIVED
AUG 21 1978
CONSTRUCTION BRANCH
Richards Berg Inloes Widmer Gebauer Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | Final inspection |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Contractor's work completed

This will be the final report on this project ?

SIGNED W.E. Hoffman LOCATION Portland
W.E. Hoffman, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

8755

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 24, 1978

Parker-Northwest Paving Co.
1105 17th Street
P. O. Box 147
Oregon City, OR 97045

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8755 for work on the Shirley Street-Main Street Section of North Cole Street in Molalla, Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ddm
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

bc C. T. Kenney
Walt Hart
Robert Church
Jim Kinne
Ed Hardt
Willard Hoffman

8755

**STATE COPY**

9

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | m Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>7-112 | | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT | County<br>Clackamas |
| MODIFICATION NUMBER<br>1 | 7-19-78 | Project Number<br>OS-0302(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,300 | $ 67,749 |
| Federal funds | $ 7,890 | $ 58,039 |
| Other revisions | | |

This modification is made for the following reasons: Addition of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of July, 1978.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By ____________________

____________________
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
*(Division Administrator)*

For: G. L. Green

file

Oregon State Highway Division
Salem, Oregon, July 11, 1978

Federal Aid Project
No. OS-0302(1)

## Shirley St.-Main St. (Molalla) Section
## City Street in Clackamas County

Revised Project Agreement Estimate.

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering (Westech Engineering Inc.) | All Required | | $ 8,128.00 |
| Preliminary Engineering (State Forces) | All Required | | 1,172.00 |
| | | Total | $ 9,300.00 |

### Type Code 6201
### Roadway (Sta. 1+20 to Sta. 18+50)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 1,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 750.00 |
| General Excavation | All Required | | 6,000.00 |
| 1"-0 Aggregate Base | 1,100 Cu. Yd. | 8.60 | 9,460.00 |
| Class "B" or Class "C" Asphalt Concrete | 1,750 Ton | 18.95 | 33,162.50 |
| Adjusting Manholes | 5 Only | 75.00 | 375.00 |
| Adjusting Boxes | 4 Only | 25.00 | 100.00 |
| | | | $ 50,847.50 |

### Anticipated Items

| | | | |
|---|---|---|---|
| Excavation Below Subgrade | All Required | | $ 200.00 |
| | | Subtotal | $ 51,047.50 |
| | | Engineering | 7,401.50 |
| | | Total | $ 58,449.00 |

Length of Project - - - - - - - - - - - 0.328 Mile

Summary of Funds (85.8%)

| Description | Total Costs | Federal Funds | City Funds |
|---|---|---|---|
| P.E. | $ 9,300.00 | $ 7,890.00 | $1,410.00 |
| Gr. Dr. Pave (contract) | 58,449.00 | 50,149.00 | 8,300.00 |
| Total | $67,749.00 | $58,039.00 | $9,710.00 |

Group 1-100%

Prefix 303-1965 P.E.

Pro Rata 85.8%

Contract No. 8755

Prefix 303-1003

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>4-164 | S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>4-19-78 | te OREGON<br>County CLACKAMAS<br>Project No. OS-0302(1) |

9

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. N. Cole Street (Mollala)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 11-14-77 | 0.34 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

Pro Rata 85.8%

| FUNDS | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
| $ 9,300 | $ 7,890 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Manager
*(Title)*
By
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator APR 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, April 10, 1978

FEDERAL AID PROJECT
No. OS-0302(1)

SHIRLEY ST.-WOODBURN/ESTACADA HWY. (MOLLALA) SECTION
CITY STREET in CLAKAMAS COUNTY

Project Agreement Estimate

| Type Code P.E. | | |
|---|---|---|
| Preliminary Engineering (Westech Engineering, Inc.) | All Required | $8,128.00 |
| Preliminary Engineering (State Forces) | All Required | 1,172.00 |
| | TOTAL | $9,300.00 |

Length of Project . . . . . . . . . . . 0.34 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | City Funds |
|---|---|---|---|
| P.E. | $ 9,300.00 | $ 7,890.00 | $ 1,410.00 |
| Retain in Program<br>Gr. Dr. Pave (Contract) | 66,700.00 | 56,610.00 | 10,090.00 |
| TOTAL | $76,000.00 | $64,500.00 | $11,500.00 |

Group 1 - 100%
Prefix 303-1965 P.E.
Pro Rata 85.8%

8755

**OREGON STATE HIGHWAY DIVISION**

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

Address invoice to: City of Molalla
City Council
City Hall
Molalla, OR 97038

Attention of Mr. C.D. Haynes
Admin.

Request No. (assigned by staff engineer or head of section) CC 1857

Date July 12, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Advance Deposit Construction $8,100.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $2,000.00 | |
| | | To be transferred to State Hwy. funds for the construction of the Shirley St.-Main St. Section on Cole Street in Molalla. OFF SYSTEM Project. SOS-0302(1)<br>Covered by agreement #6239 | | $6,100.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ Partial

Is this a partial or final request for billing?

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1003

Submitted by:
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8755

2

bbc C. T. Keasey
Robert Church
Walt Hart
Ed Hardt
Willard Hoffman
SAIF
Fran

July 10, 1978

Parker-Northwest Paving Co.
1105 17th Street
P. O. Box 149
Oregon City, OR 97045

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Shirley Street-Main Street Section of North Cole Street in Molalla, Clackamas County, for the sum of $50,847.50 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the City of Molalla and when the sum of $8,100 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8755.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 21, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8755

yellow
Molalla

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 23, 1978

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Shirley St.-Main St. (Molalla)
City Street (N. Cole Street)
Clackamas County

TO: Willard Hoffman
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9134 | 00 | Mainline, Centerline | Profile Grade |
| | 01 | Mainline, Centerline | Subgrade |

PC:ab
Attachment
cc: Paul Cox

8755

June 23, 1978

City of Molalla
City Council
City Hall
Molalla, OR 97038

ATTN: Mr. C. D. Haynes
City Administrator

Gentlemen:

On June 22, 1978, a satisfactory bid was received from Parker-Northwest Paving Co. Inc., 1106 - 17th Street, P.O. Box 149, Oregon City, Oregon 97045 for the Shirley Street-Main Street Section (Molalla) on North Cole Street, Off-System Project.

The City's advance deposit based upon the contracter's bid is as follows:

| | |
|---|---|
| Bid Items | $50,847.50 |
| Excavation below subgrade | 200.00 |
| 4½% Congingencies | 2,297.14 |
| 10% Engineering | 5,104.75 |
| ESTIMATED TOTAL COST OF CONST. | $58,449.39 |
| Plus P.E. Costs | 8,644.07 |
| TOTAL PROJECT COST | $67,093.46 |
| City's 14% share of $67,093.46 = | 9,393.08 |
| Less P.E. Advance Deposit | 1,302.00 |
| | $ 8,091.08 |

Rec'd 7/10/78

City's advance deposit will be $8,091.08 rounded to $8,100.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check in the amount of $8,100.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:lml

Region 1 Federal Aid Engineer
bc w/AD #461: Vern Skoog - Please return completed AD #461 when check is received

Don H.

8755

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 30 1978
File: PM FA
TA LG OP

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

5-28-78

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SOS-0302( )
Project Name Shirley Street- Woodburn/Estacada Hwy. Section on Cole Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Molalla, Oregon, this 24 day of May, 1978

City of Molalla

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 5-28-78

Richard G. Buckovic
Mayor

C H Haynes
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8755

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 5-25-78

2003

Subject: Federal Aid Project No. SOS-0302( )
Project Name Shirley Street- Woodburn/Estacada Hwy. Section on Cole Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

C.C DB Swan
Roger Trygstadt
C.T. Keasey

Signed at Molalla, Oregon, this 24 day of May, 1978

City of Molalla

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 5-25-78

Richard G. Buckovic
Mayor

C.D. Haynes
City Recorder

Instructions: Complete A or B and C.
R/W File No. ________

8755

Molalla

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78

Donald L Trout

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION Shirley St - Woodburn/Estacada Hwy

Highway (Molalla) City Street - N. Cole

County Clackamas Region ______

Type of Work ____________ Funds ______

State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No problems |
| Write-off Letter | ☒ | | | | | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |
| **NOISE:** | | | | | | |
| Noise Study | | ☒ | | | ☒ | |

8755

Section Shirley St. - Main S (Molalla)

Progra ing Estimate $ 64-000

Highway City Street (North Cole Street)

Project Length 0.33 mile

County Clackamas

Completion Time 60 calendar workdays

Kind of Work Grading & Paving

Prefix 303 - 1965

FA Project No. 05-0302 (1)

ROUTING SLIP

Date: 5/19/78

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lana Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
~~Metropolitan~~
[✓ Region Number 2]
District Number

ATTENTION: Jon Rose

FROM: Project Mngt.

Please inform the city. They will owe approx. #11,000 according to this estimate

Form 81-731-0022 (7/77)

TRUCTION AUTHORIZATION

act Amount $ ~~55,890.00~~ 58,520.00

$ ~~0~~ 200.00

~~Misc. Permit Fees~~
Excavation Below Subgrade 200.00

$ ~~55,890.00~~ 58,720.00

Contingencies (4-1/2%) 2,642.40 ~~2,515.05~~

Engineering ( 10 %) 5,872.00 ~~5,589.00~~

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction 67,234.40 ~~$63,994.05~~

APPROVED

Road Design Engineer

Rev 19 May 78

Section Shirley St. - Main St (Molalla) Progran ng Estimate $ 64-000

Highway City Street (North Cole Street) Project Length 0.33 mile

County Clackamas Completion Time 60 calendar workdays

Kind of Work Grading & Paving

Prefix 303 - 1965 FA Project No. 05-0302 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~55,890.00~~ 58,520.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | $ ~~0~~ 200.00 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| ~~Misc. Permit Fees~~ | | |
| Excavation Below Subgrade | 200.00 | |
| | | 58,720.00<br>$ ~~55,890.00~~ |
| Contingencies (4-1/2%) | 2,642.40 | ~~2,515.05~~ |
| Engineering ( 10 %) | 5,872.00 | ~~5,589.00~~ |
| SUBTOTAL | | $ |
| Credit for | | |
| Estimated Net Authorization, Construction | 67,234.40 | ~~$63,994.05~~ |

APPROVED

Road Design Engineer

Rev 19 May 78

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date 15 May 78

Section Shirley St. - Main St. (Molalla)

County Clackamas

Kind Of Work Grading & Paving

Length 0.33 mi.

Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1. | Mobilization (8%) | | Lump Sum | All | Lump Sum | 4,300.00<br>~~2,000.00~~ |
| 2 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 2,000.00 |
| 3 | General Excavation | | Lump Sum | All | Lump Sum | 6,250.00<br>~~6,125.00~~ |
| ~~4~~ | ~~Excavation Below Subgrade~~ | | ~~Cu. Yd.~~ | ~~25~~ | ~~5.00~~ | ~~125.00~~ |
| 4 ~~5~~ | 1"-0 Aggregate Base | | Cu. Yd. | 1100<br>~~930~~ | 9.00<br>~~8.50~~ | 9,900.00<br>~~7,905.00~~ |
| 5 ~~6~~ | Class "B" or Class "C" Asphalt Concrete | | Ton | 1,750 | 20.00<br>~~21.00~~ | 35,000.00<br>~~36,750.00~~ |
| ~~7~~ 6 | Adjusting Manholes | | Each | 5 | 150.00<br>~~125.00~~ | 750.00<br>~~625.00~~ |
| 7 ~~8~~ | Adjusting Boxes | | Each | 4 ~~6~~ | 80.00<br>~~60.00~~ | 320.00<br>~~360.00~~ |
| | Total | | | | | 58,520.00<br>~~55,890.00~~ |

Section Shirley St. - Main St. (Molalla) Programming Estimate $

8755

Highway City Street (North Cole Street) Project Length 0.33 mile

County Clackamas Completion Time 60 calendar workdays

Kind of Work Grading & Paving

Prefix 303 - 1965 FA Project No. 05-0302 (1) .

| ROUTING SLIP | Date: 5/15/78 |
|---|---|

**DEPARTMENT OF TRANSPORTATION**

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number M]
District Number

ATTENTION:
Jon Rose

FROM:
Project Mngt

Please inform the city of our latest estimate

3/15/78

Form 81-731-0022 (7/77)

TRUCTION AUTHORIZATION

act Amount $ 55,890.00

$ -0-

Misc. Permit Fees

| | |
|---|---|
| | $ 55,890.00 |
| Contingencies (4-1/2%) | 2,515.05 |
| Engineering ( 10 %) | 5589.00 |
| SUBTOTAL | $ |
| Credit for | |
| Estimated Net Authorization, Construction | $63,994.05 |

APPROVED

Road Design Engineer

Section Shirley St. - Main St. (Molalla) Programming Estimate $

Highway City Street (North Cole Street) Project Length 0.33 mile

County Clackamas Completion Time 60 calendar workdays

Kind of Work Grading & Paving

Prefix 303 - 1965 FA Project No. 05-0302 (1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ $55,890^{00}$

Anticipated Additional Items:

Royalty Payment . . . . . . . . . . . . . . . . . . . . .
Building Permit Fees . . . . . . . . . . . . . . . . . . .
Slide Correction . . . . . . . . . . . . . . . . . . . .
Railroad Protective Costs . . . . . . . . . . . . . . . .
Other Railroad Costs . . . . . . . . . . . . . . . . . .
Permanent Signing . . . . . . . . . . . . . . . . . . .
Permanent Pavement Striping . . . . . . . . . . . . . .
Temporary Pavement Striping . . . . . . . . . . . . . .
Remove Pavement Striping (Exist. & Temp.) . . .
Temporary Erosion Control . . . . . . . . . . . . . .
State Furnished . . .
Install Water Meter . . . . . . . . . . . . . . . . . . .
Furnish Water . . . . . . . . . . . . . . . . . . . . .
Laboratory Fees . . . . . . . . . . . . . . . . . . . .
On the Job Trainees . . . . . . . . . . . . . . . . . .
State Responsibility for Damages . . . . . . . . . . .
Signal Controller Testing . . . . . . . . . . . . . . .
Bikeway Signs . . . . . . . . . . . . . . . . . . . . .
Furnish Mail Box Posts . . . . . . . . . . . . . . . .
Adjust Utilities

Misc. Permit Fees

$ -0-

$ $55,890^{00}$

Contingencies (4-1/2%) . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $2,515^{05}$

Engineering ( 10 %) . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $5589^{00}$

SUBTOTAL $

Credit for . . . . . . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . . . . . . . . . . . $ $63,994^{05}$

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

S ARY--BID SCHEDULE--COST ESTIMA

Sheet 1 of 1

Date 15 May 73

Section Shirley St. - Main St. (Molalla)

County Clackamas

Kind Of Work Grading & Paving

Length 0.33 mi.

Name Butler

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1. | Mobilization | | Lump Sum | All | Lump Sum | 2,000.00 |
| 2 | Temporary Protection and Direction of Traffic | | Lump Sum | All | Lump Sum | 2,000.00 |
| 3 | General Excavation | | Lump Sum | All | Lump Sum | 6,125.00 |
| 4 | Excavation Below Subgrade | | Cu. Yd. | 25 | 5.00 | 125.00 |
| 5 | 1"-0 Aggregate Base | | Cu. Yd. | 930 | 8.50 | 7,905.00 |
| 6 | Class "B" or Class "C" Asphalt Concrete | | Ton | 1,750 | 21.00 | 36,750.00 |
| 7 | Adjusting Manholes | | Each | 5 | 125.00 | 625.00 |
| 8 | Adjusting Boxes | | Each | 6 | 60.00 | 360.00 |
| | Total | | | | | 55,890.00 |

8755

**OREGON STATE HIGHWAY DIVISION**

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Molalla
City Hall
Molalla, OR 97038

Attention of Mr. C. D. Haynes
Administrator

Request No. (assigned by staff engineer or head of section) CC 1787

Date February 17, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** P.E. Advance Deposit $1,302.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained in Advance Deposit | 300.00 | |
| | | To be transferred to State Highway funds for the Shirley Street-Woodburn/Estacada Highway Section, on North Cole Street, SOS-0302(1) | | $1,002.00 |
| | | Covered by agreement #6239 | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,302.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 303-1965-295

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

~~8755~~

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

11-14-77

FEDERAL AID PROJECT NO. O[illegible]302(1)

STATE PROJECT NO. See Below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80046

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE NOV 14 1977

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Shirley Street - Woodburn/Estacada Highway (Molalla) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $9,300 F.F. $7,890

☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-4-77 letter, you are authorized to proceed with the work as shown above. Also, as requested, I approve the Consultant Agreement with Westech Engineering Inc. It should be noted on Exhibit "A" page 3 of 6 that items listed under indirect costs of "donations" and "entertainment" are non participating.

A signed copy of agreement is returned herewith.

NOTED
F. B. KLABOE

DATE 11-14-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8755

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 4, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT PROJECT DATA SUBMISSION
Item No. 80046
Project No. OS-0302(1)
Shirley St.-Woodburn/Estacada Hwy. (Molalla) Section
Clackamas County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of the enclosed Consultant Engineering Agreement with Westech Engineering Inc. and the return of one approval copy for our files.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $9,300 with an obligation of $7,890 in federal funds.

CL:dmc
cc: R. N. Bothman, Metro
H. Reynoldson

11/14 - FHWA approval

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-A

DATE SUBMITTED TO W. O.

November 4, 1977

| | | | | |
|---|---|---|---|---|
| CARD<br>2 | REPORT NUMBER<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>City St. N. Cole St. (Molalla)<br>21 65 | **ADT** | PRESENT<br>DHV 5<br>50 | FUTURE<br>N/A<br>(66) (70 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CARD<br>3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>P.E. Gr.-Dr.-HT-Pave<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL<br>(74 |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Off System Roads | COUNTY NAME |
| | NAME OF URBAN AREA<br>--<br>17-31 | ROUTE NO. N | FEDER |

| CARD<br>5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK<br>TYPE | WORK<br>STEP | TERMINI<br>*(Full description)* | MILES | ESTIMATED PROJ<br>TOTAL ESTIMATED COST | <br>FEDERAL FU |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.34 | 9,300 | 7,890 |
| 5 | | | | | **ROW** | | "Shirley St.-Woodburn/<br>Estacada Hwy. (Mollala)<br>Section" | | | |
| 5 | | | | | **CONST**<br>(CODE) | | | 0.34 | 66,700 | 56,610 |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | | | |
|---|---|---|---|---|---|---|
| 1 | 1 | CL | | 0.34 | 76,000 | 64,500 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

77

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| (65) | **ADT** | PRESENT<br>DHV 5<br>50 | FUTURE<br>N/A (66) (70) | YEAR<br>97 (71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 (2) (3) | APPN CODE<br>627 (4) (6) | ITEM NO.<br>80046 (14) (18) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72) (73) | PL. AUTH YR (74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S) 14 OS- 23 | NUMBER 7 0302 (1) | SEQ. NO. 13 | I. Projects Only<br>POST MI. (24) (26) | DESIG. 27 |

| | | | | |
|---|---|---|---|---|
| COUNTY NAME | Clackamas | CODE<br>005 (14) (16) | | PROGRAM STAGE<br>☐ 1 OR ☐ 2 |
| ROUTE NO. N | FEDERAL-AID<br>Non (32) | STATE<br>City St. (36) | U.S.<br>(37) (41) | |

ESTIMATED PROJECT COST BY PHASES

| | MILES (54) (58) | TOTAL ESTIMATED COST (59) (66) | FEDERAL FUNDS (67) (76) | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|---|
| | 0.34 | 9,300 | 7,890 | -- | 1,410 (City) | |
| | | | | | | |
| n/<br>ala) | 0.34 | 66,700 | 56,610 | -- | 10,090 (City) | ROW-60' normal;<br>Access Control-None;<br>Parking Restrictions-<br>None. |
| | 0.34 (18) | 76,000 (23) | 64,500 (24) (33) | -- | 11,500 (City) | |

REMARKS

-over-

## SHIRLEY ST.-WOODBURN/ESTACADA HWY. (MOLALLA) SECTION
## PROJECT NO. OS-0302(1)

Existing Facilities: 18 foot oil surface roadway with 2 foot gravel shoulders.

Adjacent Sections:
N. End --- 18 foot oil surface with 2 foot gravel shoulders
S. End --- Jct. with the Woodburn-Estacada Hwy. (FAP 74)

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Grade, drain and high type pave necessary to widen the existing facility to a 40 foot curbed roadway and other incidental work common to this type of project. Adjustment of utilities as required.

NOTE: Preliminary engineering to be performed by Consultant Engineer with review and contracting by State forces. The City proposes to perform the construction engineering with City forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 29, 1977.

FHPM 4-1-4 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) This project is included in the "Off System Roads Projects on the '78' Annual Program".

8755

8

October 5, 1977

City of Molalla
City Hall
Molalla, OR 97038

MISC. CONTRACTS and
AGREEMENTS No. 6239

Attention: C. D. Haynes
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an Off-System Project on Shirley Street-Woodburn-Estacada Highway Section of Cole Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8755

STATE OF OREGON

INTEROFFICE MEMO

FHWA

TO: Vernon E. Skoog
Controller

DATE: October 4, 1977

FROM: Dettmar W. Jones D.W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
City of Molalla/Westech Engineering
Cole Street, Off-Systems Project

## DEFINITION STATEMENT

City proposes to employ Westech Engineering to perform preliminary engineering only on the improvement of the Main St.-Shirley St. section of Cole St. at a lump sum cost of $8,128.

## ANALYSIS

The consultant selection procedure used by City is consistent with the intent of FHWA requirements.

The costs detailed in Exhibits A and C are reasonable, allocable, supportable and arithmetically correct.

## CONCLUSION

We recommend approval of the proposal as submitted.

DWJ:mm

cc: G.W. Wimer
R.J. Hacek

8755 EHS3044 76-10 Z

Form E-32 ~~(Rev. 9-71)~~

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

ion North Shirley Street-Woodburn/Estacada Hwy.
Highway North Cole Street (SOSR)
County Clackamas (City of Molalla)

Date September 26, 19 77
Authorization No. 1
Survey Prefix 303-1965 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of the survey is at the intersection of Shirley Street. The southerly end of the survey is at the intersection of Highway 211 in the city of Molalla. The overall length is 0.34 mile.

Proposed:

Widen and install curbs on 40' section; provide A.C. surfacing.

Purpose of survey:

City to perform field survey, prepare plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS & E.

OS-0302(1)

SOSR
Category III

| | | Estimate of Cost |
|---|---|---|
| Field Survey | (901) | 200 |
| Citizen Participation | (902) | |
| City or County | (903) | 5,000 |
| Consultant | (904) | |
| Final Design | (905) | 500 |
| Bridge Design | (906) | |
| Preliminary Design | (907) | |
| R/W Descriptions | (909) | |
| Soils & Geology | (910) | |
| Traffic | (911) | |
| Landscape | (912) | |
| Liaison | (913) | |
| Utility | (914) | |
| Photogrammetry | (916) | |
| Location Studies | (918) | |
| Engr. Graphics | (919) | |
| Office Engineer | (920) | |
| Specifications | (921) | 500 |
| Environmental | (923) | |
| Planning | (924) | |
| Foundation Exploration | (926) | |
| Seminars | (950) | |
| Hearings | (980) | |
| Equal Opportunity | (985) | |
| Advisory Committees | (986) | |

Total estimated cost of survey . . . . . $ 6,200
Previous authorization . . . . . . . .
Additional authorization requested . . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

**INSTRUCTIONS**

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

XXXXXXXXXXXXXXXXXXX
Technical Services Engr.

X 11-10-77 X

N

8755

76-18

STATE OF OR

INT CE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: September 21, 1977

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Signed Agreements
North Cole Street
SOSR Project
City of Molalla

Officials of the City of Molalla have signed and returned three copies of the City/State agreement relating to improvement of Cole Street under the SOSR program. And, in addition, submitted a City/Consultant agreement with Westech Engineering, Inc. The City/State agreement has the approval of the Metropolitan Engineer and is forwarded for further processing.

The agreement between the City and Westech Engineering appears to be in order although complicated somewhat by introduction of a subcontractor to perform some of the engineering services. Please review the consultant agreement and advise whether it is acceptable and we might expect FHWA approval.

The City has advised by telephone that Westech Engineering has served in the past on several projects. Although mentioned in paragraph 2 of the recitals, the City has confirmed this by the attached letter to document the consultant selection process and satisfy Federal requirements.

METRO is preparing a survey authority to cover Highway Division work during preliminary engineering. If anything further is required, please advise.

JR/ldo

Attachments

cc: Region 1 w/attachment

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE [✓] FAE ☐ OPE ☐
SEP 23 1977
File: PM FA
LG OP
TAA Holmes

8255 8

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: September 6, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Hwy. 211 to North Shirley St.
North Cole Street
Clackamas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 1: E. L. Hardt
District 2: W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-2-77

81-125-1387

8755

**City Of Molalla**
P.O. BOX 598
MOLALLA, OREGON 97038
(503) 829-6855

Molalla Buckeroo

MA PDM PDE TSE CE BPC
ODOT - METRO
SEP 21 1977

September 1, 1977 PPS FILE T/A

Subject: N. Cole Street Improvements

Jon Rose
5821 N.E. Glisan
Portland, Oregon 97213

MISC. CONTRACTS and AGREEMENTS No. 9555

Dear Mr. Rose,

The City of Molalla has selected Westech Engineering, Inc., 3421 St. S.E. Salem, Oregon 97302.

Westech Engineering has been providing engineering services for the city over a three year period. They are involved with design of a Sewage Treatment Plant, Sewer System Rehabilitation Project, and have recently completed a Master Drainage and Preliminary Street Plan for the entire city.

We feel this selection is consistent with the intent of the requirements for the selection of consulting engineering for the use on Federal Aid Project.

Sincerely,

John Whiteside

John Whiteside,
Director of Public Works

JLW/kh

8755

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 29, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Proj. SOS-0302(-)
PROJECT ASSESSMENT
Hwy. 211 to North Shirley
Clackamas County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
SAlem, Oregon

The subject project assessment submitted with Mr. Wimer's August 18, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 1, Env.)

RECEIVED
STATE HWY ENGR
AUG 30'77
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. to

8755

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 15, 1977

Section Highway 211 to North Shirley Street

Unit (if appl)

County Clackamas

City Molalla

Highway North Cole Street

State Hwy. No.

Termini: M.P.(if appl)

Length 0.34 miles

Region I

Construction Estimate 505R
Program Amount

---

B. Purpose of Project: To upgrade North Cole Street in order that it may adequately serve as a main north/south collector and principle access to the Buckeroo Rodeo Arena and the city recreation area.

---

C. Origin & History of Project: This project was originally prompted by the anticipated development of the rodeo arena and was first submitted in 1975. The arena was completed in 1976, however, due to funding problems, the roadway improvement was not accomplished. Heavy traffic on Cole Street during the rodeo events has since demonstrated the need for this improvement.

---

D. General Description of Project: The project will provide widened travel lanes, a parking lane on each side, and curbs. The existing oil mat surface will be replaced with asphalt pavement.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 : Med. No ; Shldrs. No ; Parking Yes

Proposed: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking Yes

Traffic: Existing Facility: Existing ADT * ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

* See page 1A

734-3953 (10-75)

No traffic information is currently available; however, traffic is expected to be light except during events at the rodeo arena. During these events, the traffic volumes may be roughly indicated by the arena's 6,000-8,000 seating capacity. In any case, the ADT's would not be high enough to require an Indirect Source Permit.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:

No involvement

Local City, County or COG priorities of project:

High priority by the city of Molalla

FHWA and/or OSHD approvals given, if any:

No

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural: A flat open area with expanding residential development characterizes much of the project setting. Significant vegetation beyond field grasses is limited to a large grove of oak trees located at the city recreation area (refer to map) and residential landscaping which includes some large trees. No surface water features are in the project vicinity.

2. Cultural: The area is in predominantly middle to low income, single-family residential use. A large agricultural field adjacent to the project on the east-side has been platted for residential development and is awaiting incorporation or the provision of municiple services. North Cole Street is the main access for a recently constructed rodeo arena with a seating capacity in excess of 6,000. Plans are presently underway to have weekly events at this facility. A city recreation area (park) is located next to the arena, and will not be adversely impacted by the project. A newly constructed high school is located north of the project section and will also be accessed by Cole Street.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   No right-of-way is required

2. Estimated Impact on Traffic Patterns:

   Improved traffic operation and safety

   Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: The project itself is not of sufficient magnitude to result in any significant change in present land use trends.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   No significant impact

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: The project will not require the removal of several large trees which are located within the right-of-way.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project will better enable the facility to handle heavy traffic during events at the rodeo grounds; hence a positive impact on air quality. No Indirect Source Permit is required.

b. Noise Standards - This project determined to be unrelated to traffic noise increases; hence no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

The project will not result in any change

d. Area Land Use and Transportation Plans, and Zoning

Consistent with city traffic circulation planning

C. Recommended Type of Action and Documentation:

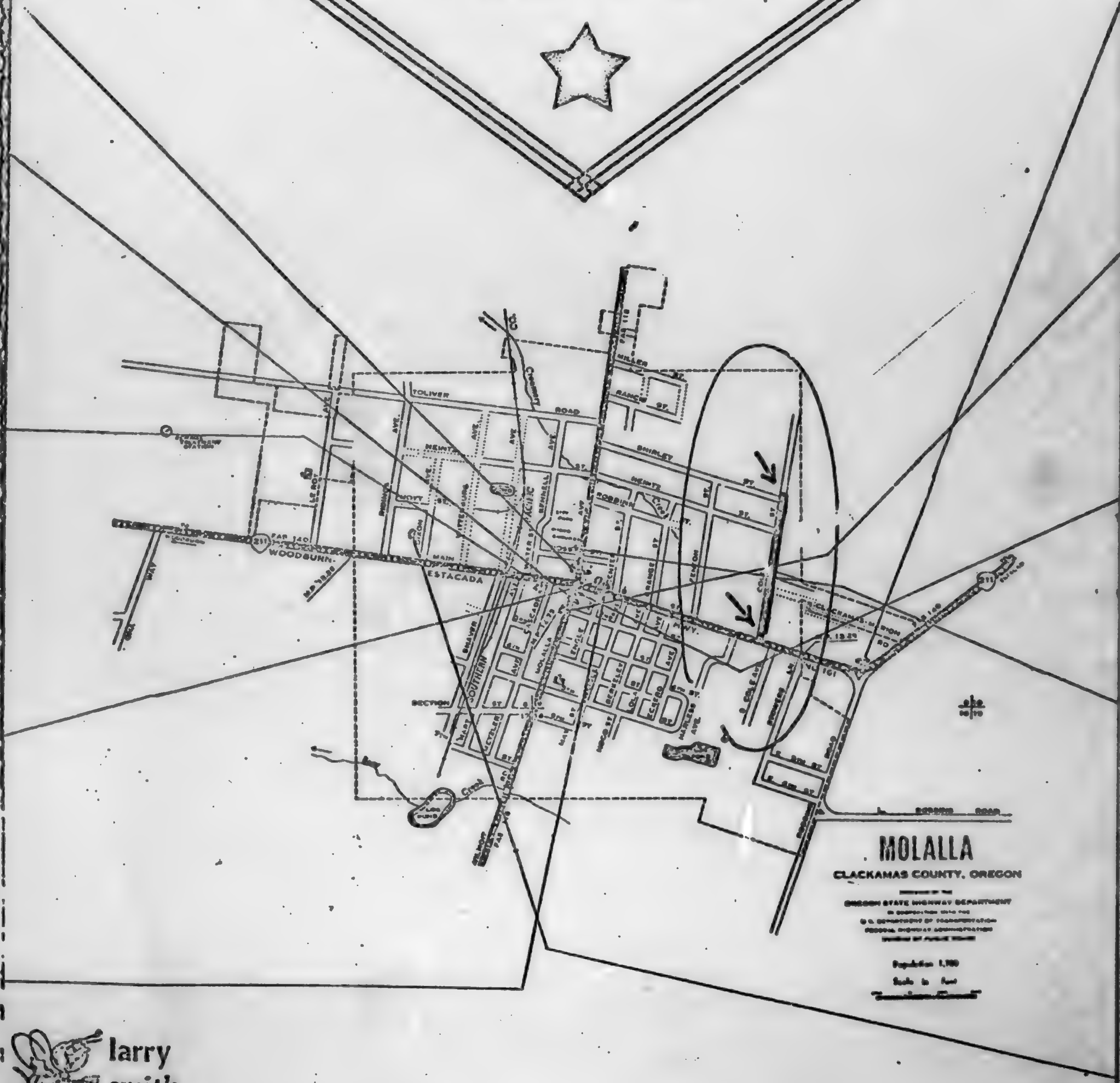
| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _x_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: There is a demonstrated need for the improvement as well as a lack of any significant adverse impacts.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

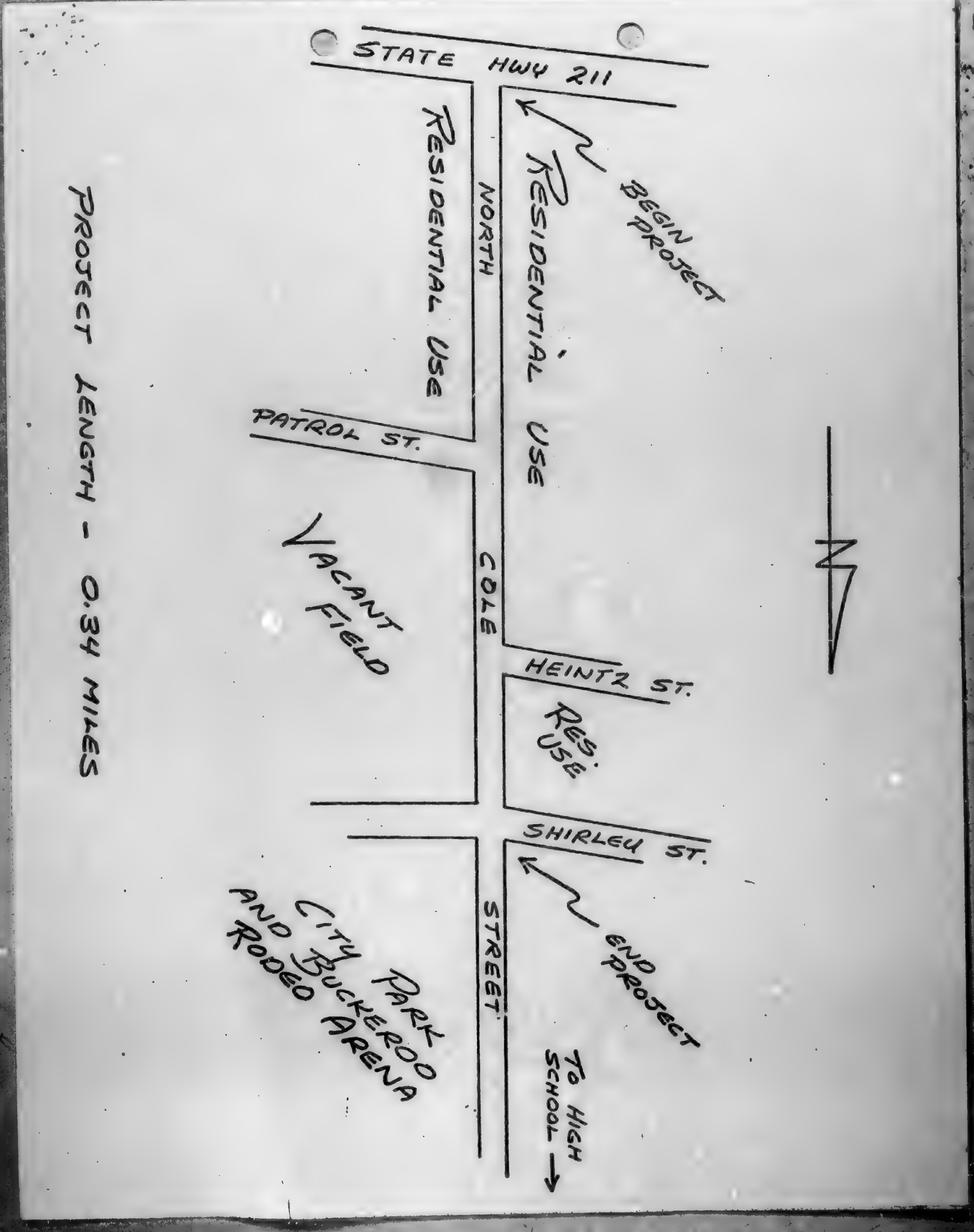
# MOLALLA

# 1971


TOLIVER ROAD
SHIRLEY
HEINTZ
ROBBINS
MAIN
ESTACADA
WOODBURN
SECTION ST
CLACKAMAS
SOUTHERN PACIFIC
MOLALLA
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT

larry
smith

D.B.A. BUSY BEE PRINTING SALES
PHONE (503) 397-0554
ROUTE 1 - BOX 440-18, WARREN, OREGON 97053


STATE HWY 211
BEGIN PROJECT
RESIDENTIAL USE
NORTH
RESIDENTIAL USE
PATROL ST.
COLE
VACANT FIELD
HEINTZ ST.
RES. USE
SHIRLEY ST.
END PROJECT
STREET
CITY PARK AND BUCKEROO RODEO ARENA
TO HIGH SCHOOL →
N
PROJECT LENGTH - 0.34 MILES

8755

# OREGON STATE HIGHWAY DIVISION
# PROJECT ASSESSMENT

## PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 1, 1977

Section Highway 211 to North Shirley Street

Unit (if appl)

County Clackamas

City Molalla

Highway North Cole Street

State Hwy. No.

Termini: M.P.(if appl)

Length 0.34 miles

Region I

Construction Estimate SosR
Program Amount

---

B. Purpose of Project: To upgrade North Cole Street in order that it may adequately serve as a main north/south collector and principle access to the Buckeroo Rodeo Arena and the city recreation area.

---

C. Origin & History of Project: This project was originally prompted by the anticipated development of the rodeo arena and was first submitted in 1975. The arena was completed in 1976, however, due to funding problems, the roadway improvement was not accomplished. Heavy traffic on Cole Street during the rodeo events has since demonstrated the need for this improvement.

---

D. General Description of Project: The project will provide widened travel lanes, a parking lane on each side, and curbs. The existing oil mat surface will be replaced with asphalt pavement.

Alignment: New ______ Existing x ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking Yes

Proposed: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking Yes

Traffic: Existing Facility: Existing ADT * ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

* See page 1A

734-3953 (10-75)

No traffic information is currently available; however, traffic is expected to be light except during events at the rodeo arena. During these events, the traffic volumes may be roughly indicated by the arena's 6,000-8,000 seating capacity. In any case, the ADT's would not be high enough to require an Indirect Source Permit.

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_______

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:

No involvement

Local City, County or COG priorities of project:

High priority by the city of Molalla

FHWA and/or OSHD approvals given, if any:

No

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

## PART II. ENVIRONMENTAL ASSESSMENT

### A. Brief Environmental Setting of Project Area:

1. Natural: A flat open area with expanding residential development characterizes much of the project setting. Significant vegetation beyond field grasses is limited to a large grove of oak trees located at the city recreation area (refer to map) and residential landscaping which includes some large trees. No surface water features are in the project vicinity.

2. Cultural: The area is in predominantly middle to low income, single-family residential use. A large agricultural field adjacent to the project on the east-side has been platted for residential development and is awaiting incorporation or the provision of municiple services. North Cole Street is the main access for a recently constructed rodeo arena with a seating capacity in excess of 6,000. Plans are presently underway to have weekly events at this facility. A city recreation area (park) is located next to the arena, and will not be adversely impacted by the project. A newly constructed high school is located north of the project section and will also be accessed by Cole Street.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way is required

2. Estimated Impact on Traffic Patterns:

Improved traffic operation and safety

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: The project itself is not of sufficient magnitude to result in any significant change in present land use trends.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No significant impact

Consequences:

5. Expected Impact on Cultural and Scenic Resources: The project will not require the removal of several large trees which are located within the right-of-way.

A cultural study is not indicated for this project.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - The project will better enable the facility to handle heavy traffic during events at the rodeo grounds; hence a positive impact on air quality. No Indirect Source Permit is required.

b. Noise Standards - Traffic noise is expected to increase for adjacent residential receptors regardless of whether this project is built. A brief noise study report is required.

c. Water Quality Standards

The project will not result in any change

d. Area Land Use and Transportation Plans, and Zoning

Consistent with city traffic circulation planning

---

C. Recommended Type of Action and Documentation:

| -------------MAJOR ACTION----------------- | | ----NON-MAJOR ACTION----- |
|---|---|---|
| SIGNIFICANT: | NON-SIGNIFICANT: | |
| ____ D & FEIS | ____ D & F Neg.Dec. | _x_ ASSESSMENT ONLY |
| ____ Section 4(f) | ____ Section 4(f) | ____ STATEWIDE ASSESSMENT |

Basis for Type of Action and Documentation: There is a demonstrated need for the improvement as well as a lack of any significant adverse impacts.

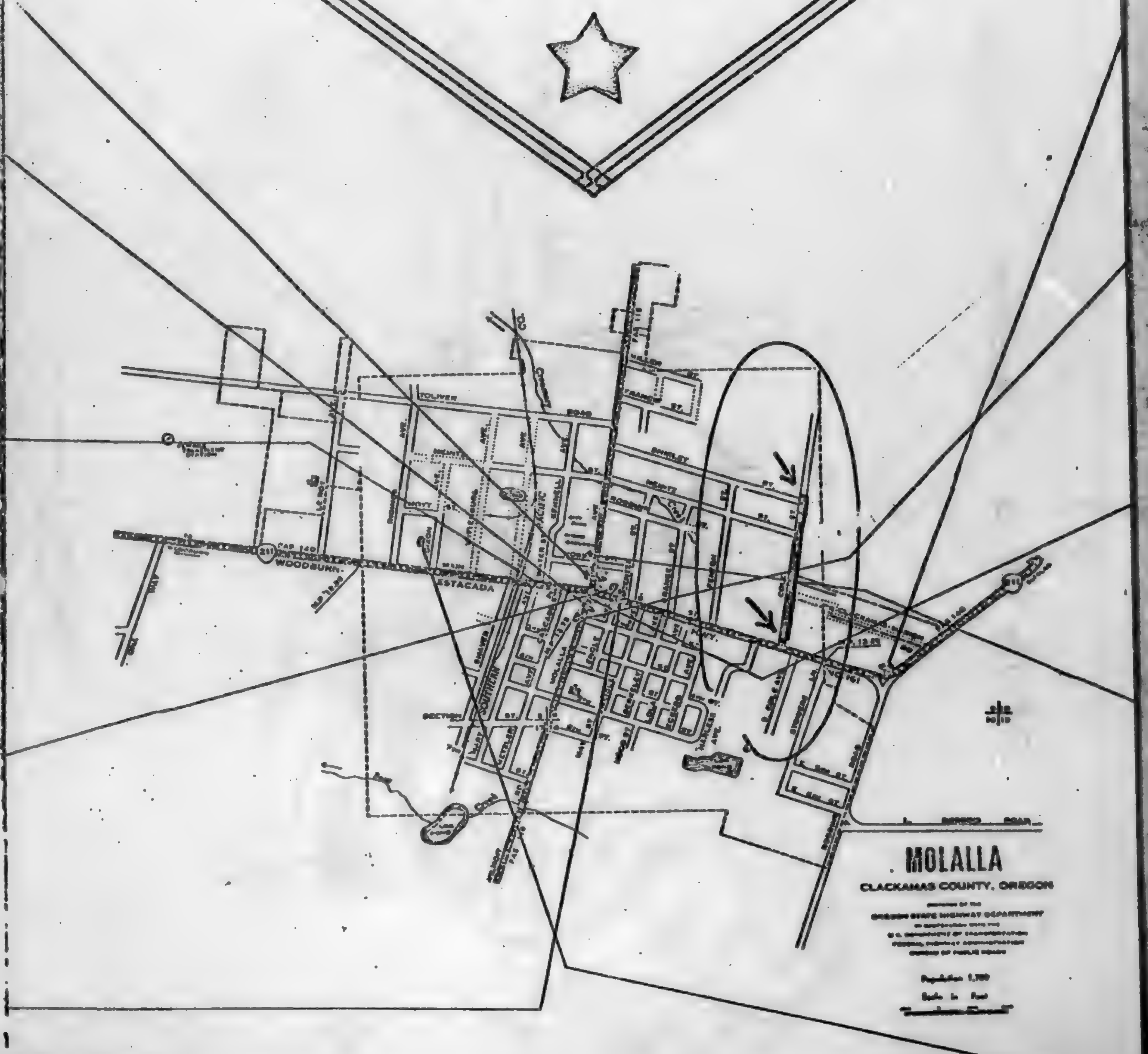
---

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

JK

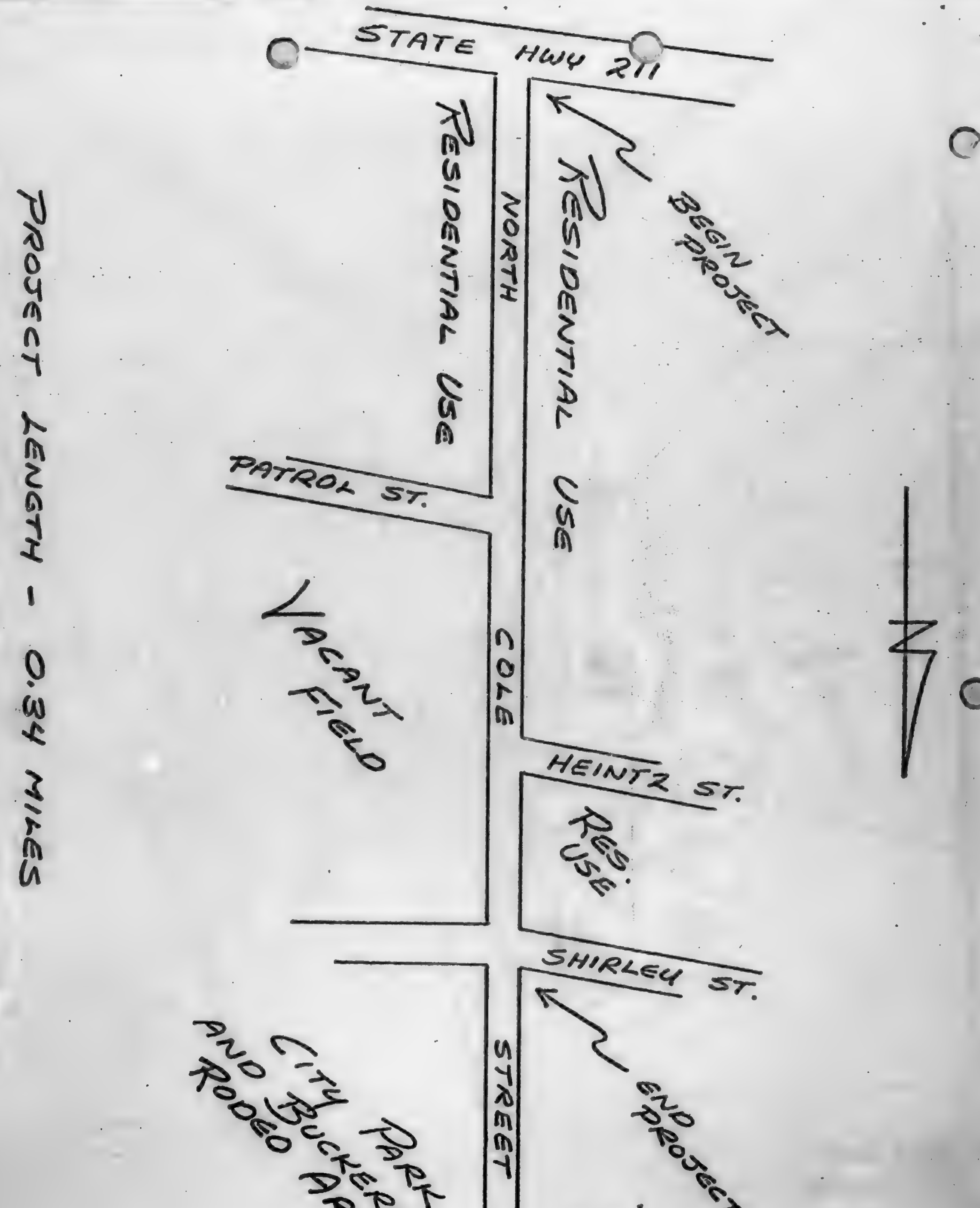
# MOLALLA

## 1971


TOLIVER
WOODBURN
ESTACADA
MAIN
MOLALLA
CLACKAMAS COUNTY, OREGON

larry
smith

D.B.A. BUSY BEE PRINTING SALES
PHONE (503) 397-0554
ROUTE 1 - BOX 440-16, WARREN, OREGON 97053


STATE HWY 211
BEGIN PROJECT
RESIDENTIAL USE
NORTH
RESIDENTIAL USE
PATROL ST.
VACANT FIELD
COLE
HEINTZ ST.
RES. USE
SHIRLEY ST.
STREET
END PROJECT
CITY PARK AND BUCKEROO RODEO ARENA
TO HIGH SCHOOL
N
PROJECT LENGTH - 0.34 MILES

# PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section North Cole Avenue Date 10/4/77

Highway City Street (City of Molalla) County Clackamas

**Existing Facility**

Access control? none parking restrictions? none
Airport within 2 miles? None name None
Water development in the area? None
Recreation areas Molalla rodeo arena and New Molalla H. S. at N. end of project
Historical areas None

Roadway: no. lanes 2 paved shoulders? no
pavement width 18 ft oiled

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

North end: 40ft paved with curbs 2 lanes with paved parking
South end: "T" Intersection with Highway #211 2 lanes 24' wide with Gravel Shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

## Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

## Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

## Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

CITY OF MOLALLA
Proposed SOS-R Project

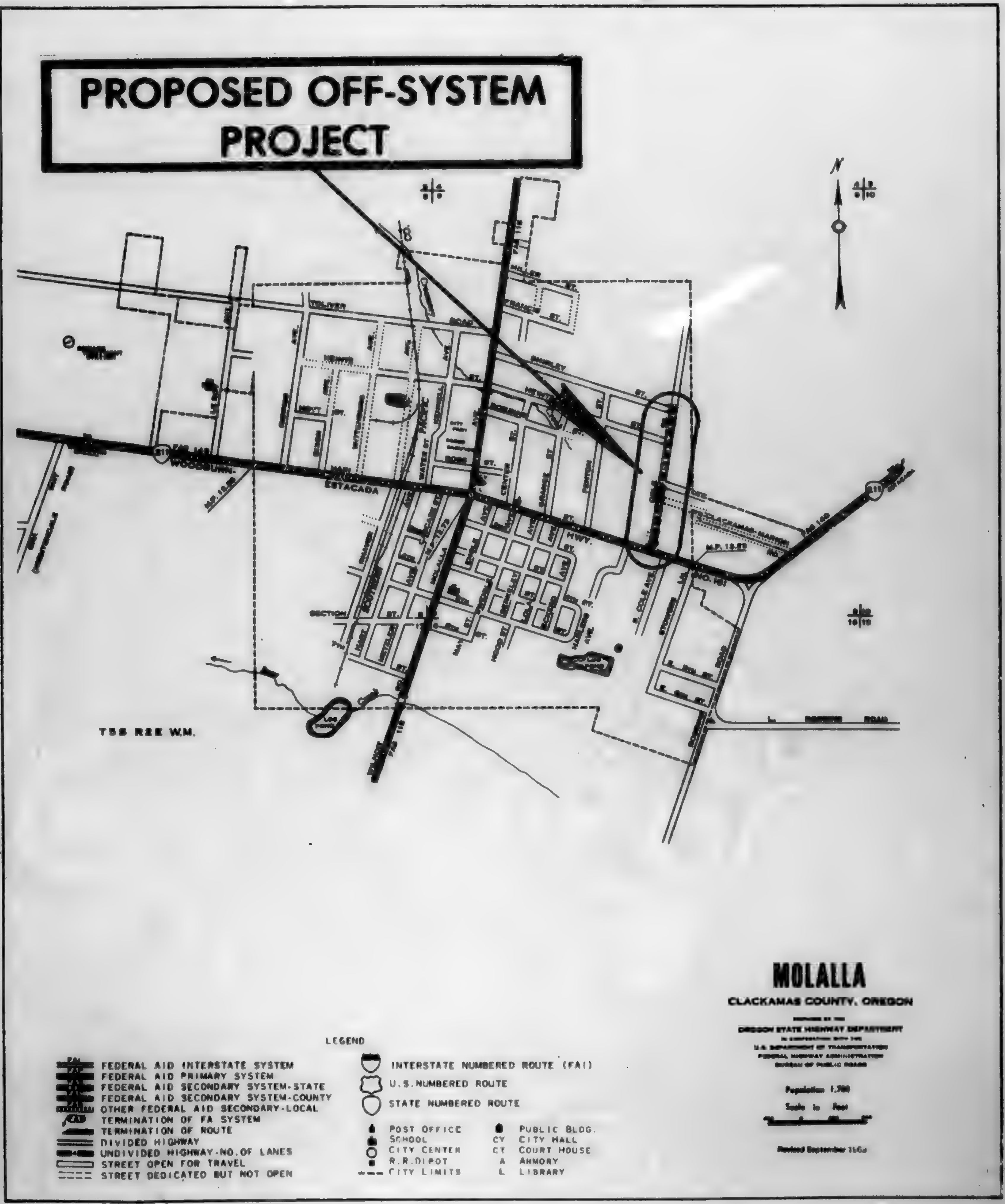
Shirley Street-Woodburn-Estacada Highway (Molalla) Section
Cole Street
Grade and Pave
0.34 mile
$76,000

This project entails all the work and costs to widen North Cole Street to a 40-foot curbed street section between Shirley Street and the Woodburn-Estacada Highway.

A consultant will perform the preliminary engineering and the City will accomplish the construction engineering.

77-a
7/5/77

# PROPOSED OFF-SYSTEM PROJECT


N
TELLIVER ROAD
SHIRLEY ST.
HEINTZ ST.
MAIN ST.
WOODBURN
ESTACADA
HWY.
CLACKAMAS-MARION
NO. 161
SECTION ST.
ROBBINS ROAD
T5S R2E W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

## MOLALLA

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 1,700

Scale in Feet

Revised September 196[illegible]

8755

OSR
Molalla

Robert W. Straub

August 25, 1975

Mr. John L. Whiteside, Director
Department of Public Works
City of Molalla
P. O. Box 598
Molalla, Oregon 97038

Dear Mr. Whiteside:

We wish to acknowledge receipt of your Off-System Roads project application which we received August 18, 1975.

As stipulated in the interim guidelines for the Off-System Roads Program, funds for city and road district projects shall be available on a $100,000-per-county basis. Priorities are established in the order in which applications are received. The city allotment for Clackamas County has been reserved for use by the City of Canby.

First round project request applications have been received to date in excess of available funds. We will, however, place your request on file pending receipt of additional apportionments.

We expect to have some information from FHWA relative to additional funds by the end of this year, and we will keep you advised of the status of your project request.

Very truly yours,

D. N. HARWELL
County-City Engineer

HR:scr

bc: E. S. Hunter
E. L. Hardt, Region 1

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐ RPE ☑

8755

**City Of Molalla**
P.O. BOX 598
MOLALLA, OREGON 97038
(503) 829-6855

Molalla Buckeroo
SINCE 1913

August 17, 1976

Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Attention: Jon Rose

Dear Mr. Rose:

In reference to your letter of August 13, 1976, we have reviewed the proposed North Cole Street Improvement Project and can adjust the project to be within the $75,000.00 maximum level.

The City Council has been informed of the new criteria and stands ready to proceed accordingly.

If you need a revised plan, application and detailed cost estimate, please feel free to contact me.

Respectfully Submitted,

John L. Whiteside
JOHN L. WHITESIDE
Director of Public Works

JLW/sw
cc: E. Clark, Street Commissioner
R. Buckovic, Mayor

Rec'd Aug 24, 76
CO-CITY

8755

OSR
Molalla

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:PRO 4

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 13, 1975

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: OSR REQUEST
City of Molalla

TO: HAL REYNOLDSON
Rural Program Engineer

On July 31 the City of Molalla submitted by letter a request for OSR funding to improve N. Cole Street. We have now received a completed request form, two small scale maps identifying the location of the proposed improvement and a very preliminary plan map, along with a draft Environmental Assessment.

Our Regional Environmentalist will check over the PEA and forward it to the Environmental Unit, but the other data is attached for whatever action you feel is required. This is the second request we have received from a City in Clackamas County but since we have not been advised of any approval of the other project (City of Canby) this is submitted for priority rating according to established policy.

Barry
Draft acknowledgement Pls.
H

JR/b
att

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ NPE ☐

8755

ev. 6/6/75

OFF-SYSTEM ROAD
[redacted] PROJECT REQUEST

8-15-75

SOS-0362( )

Name of County City of Molalla FAS No.______ Date______
County Road Name N. Cole Street
Section Name______
Type of Project widen and install curbs and asphalt surfacing
Location of Project (Attach sketch map)______
ADT______ Design Speed 25 mph (residential area)

Is this request for county bridge design only? Yes______ No______
county FAS bridge design? Yes______ No______
Will City ~~County~~ hire consultant for this project? Yes______ No XX

I. **PROPOSED ROAD PROJECT DATA**

1. Traveled Surface: Type Penetration oil mat
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 18 feet

2. Shoulders: Type original ground and gravel
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 2' Total Top Width 22'

3. Grading and Drainage:
By County______ County Date of Completion______ By Contract Yes

4. Bottom Base Course:
By County______ County Date of Completion______ By Contract XX
Has base design been given to ~~County~~? City? (standard) Yes XXX No______
Will it be furnished? Yes______ No______

5. Leveling Course:
By County______ County Date of Completion______ By Contract XX

6. Binder Course:
By County______ County Date of Completion______ By Contract______

7. Traveled Surface and Shoulders:
By County______ County Date of Completion______ By Contract XX

8. Clearing:
By County______ County Date of Completion______ By Contract XX

9. Curbs:
Curbs Required? Yes XX No______
Type Desired APWA Standard Type B
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs 40 feet

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes______ No XX
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use________
Sparse population XX Area exempt from bike law____________
What is desired width of trail or walkway______________________________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes______ No______
What type of separation from roadway will be used? curb - sidewalk to be constructed in future.
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes______ No______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes______ No XX

12. Will replacement be by: County____________________ Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? N/A Yes______ No______

14. Will County adjust structure to additional width? N/A Yes______ No______

15. Will adjusted width be standard? Yes XX No______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does ~~County~~ City wish rounding of cutbanks? Yes XX No______

17. Does ~~County~~ City wish sight posts installed? Yes______ No XX

18. Does ~~County~~ City wish State to permanently stripe project? Yes______ No XX

19. Will ~~County~~ City do striping? Yes XX No______

20. Does ~~County~~ City wish guardrail installed? Yes______ No XX
By County________________ Contractor________________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does ~~County~~ City wish permanent erosion control? Yes______ No XX
By seeding and mulching Yes______ No XX
By rock blanket Yes______ No XX
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? (Sections Yes XX No______

23. Can through traffic be detoured? Yes XX No______

24. Must new detour be constructed? Yes______ No XX

25. Will detour be constructed and maintained by ~~County~~ City? Yes______ No______ Not Needed

26. Will detour be constructed & maintained by Contractor? Yes______ No XX

27. Will County sign project outside work area during construction? Yes______ No XX

28. Will Contractor sign project outside work area during construction? Yes XX No______

29. Should contract provide for permanent signing? Yes______ No XX

30. Should State do permanent signing? Yes______ No XX

31. Will traffic signals be required? Yes______ No XX
If yes, give location and type desired______

32. Is project contingent upon other factors? Yes______ No XX
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain______

Remarks re Section I: This project is to be a standard city street design constructed in accordance with adopted APWA Standard Construction Specifications.

II. BRIDGE PROJECT DATA

1. Name of river or stream______

2. Name of bridge______

3a. Dimensions of existing bridge. Length______ Roadway Width______ Type______
b. Dimensions of existing approaches. Type______ Width______ Shoulders______

4. Type of design and material used in existing bridge.______

5. Location (please attach map with location marked):______
Section______ Township______ Range______ W.M.

6. Desired width of proposed bridge______ Approx. length______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No______
Upstream__________Downstream__________Width__________

8. Does County wish a particular type of bridge design? Yes______ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)________________________________________________
________________________________________________________________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No______
Explain________________________________________________________
________________________________________________________________
________________________________________________________________

10. Foundation Testing: By County? Yes______ No______
By State? Yes______ No______

11. Will County close road during construction? Yes______ No______

12. Can presently established road be used as detour? Yes______ No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County: Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction? Yes______ No______

17. Will Contractor sign project outside work area during construction? Yes______ No______

18. Approaches or Connections: By County? Yes______ No______
By Contractor? Yes______ No______
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes______ No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes______ No______
By County____________ Contractor______________
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes______ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No______
By Contractor? Yes______ No______

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No______ Size__________
Company________________________________________________
b. Sanitary sewer mains: Yes______ No______ Size__________
Company________________________________________________
c. Storm sewer: Yes______ No______ Size__________
Company________________________________________________
d. Gas mains: Yes______ No______ Size__________
Company________________________________________________
e. Power lines: Yes______ No______ Size__________
Company________________________________________________
f. Telephone lines: Yes______ No______ Size__________
Company________________________________________________
g. Other Utilities:___________________________________________
____________________________________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes______ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: ______________________________

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes______ No______
   By Consultant? Yes______ No______
   By ~~County?~~ City Yes XX No______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes XX No______

3. Construction plans and specifications to be prepared:
   By State? Yes______ No______
   By Consultant? Yes______ No______
   By ~~County?~~ City Yes XXX No______

4. Does County desire center line to be permanently monumented as part of project? Yes______ No XX

5. Does County desire right-of-way to be permanently monumented as part of project? Yes______ No XX
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: All construction surbeys, staking and inspection of work is planned by City personell. All plans and specification will conform to APWA Standards.

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60 ft. Minimum 60 ft.

2. Is any additional right of way needed? Yes ____ No XX
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes ____ No XX

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No XX

5. Should State prepare options? Yes ____ No XX

6. Should material source site be included in right-of-way descriptions? Yes ____ No XX

7. Is there any merchantable timber on right of way? Yes ____ No XX

8. Will timber be reserved for owner? Yes ____ No XX
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes ____ No XX

10. Is a hearing necessary? Yes ____ No XX
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No XX
If yes, give type and name of utility company: ____________

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes XX No ____
If yes, give type and name of utility company: (City of Molalla - Water Sewer & Storm Sewer) (PGE- Electric) (Molalla Telephone - Telephone)

13. Are utilities on existing right of way by permit XX or by franchise XX
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes ____ No XX
If yes, give name of irrigation company or district ____________
and dates between which water can be turned off: From ____________
To ____________

15. Are there any railroad crossings? Yes ____ No XX

16. Name of Railroad ____None____

17. Number of tracks: Mainline ____ Siding ____ Total ____

18. Sight Distance: ____ (Left) ____ (Right)

19. Number of Trains: Passenger ____ Speed ____
Freight ____ Speed ____

20. Angle of Intersection: ____

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop Signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: ____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ____ No ____

25. Will railroad crossing be altered: Yes ____ No ____
If yes, specify: ____

26. Traffic Control Signing:
To be part of project? Yes ____ No XX
By County? Yes XX No ____
By State at County expense? Yes ____ No XXX
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No XX
By County? Yes XX No ____
By State at County expense? Yes ____ No XX

28. Does County wish State to prepare P.U.C. hearing date? Yes ____ No XX

29. Will P.U.C. application be made by State ____ or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ____ No XX

Remarks re Section IV: ____

## V. MATERIAL SOURCES DATA

1. Gravel XX Quarry ____ Cinders ____
2. Owner: County ____ State ____ Private XX Other ____
3. Location: ____ Section ____ Township ____ Range ____ W.M.
4. If County lease, what are royalty payments? ____
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Aggregates ____
   Location ____
   Miscellaneous Items ____

Remarks re Section V: This section doesn't apply to city street construction by contract.

## VI. FINANCIAL DATA

1. Estimated Cost: $ 75,767.80
2. Available FAS Funds $ ____
3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ____
4. Date match money is available 1975-76 Fiscal Budget
5. Will there be any 100% County money? Yes ____ No XX
6. Maximum amount of 100% County money available: $ 27,000.00
7. Date County request letting: Unknown - (April 15, 1976)

Remarks re Section VI: According to the Off-System Roads Program - the city match would be 22%, or 22,000 for the maximum 100,00.00 project.

## VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Public Works Department
   Office
2. Environmental — same
   Office
3. Public Hearing — same
   Office

Remarks re Section VII:

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the ~~County~~ City.

This application is not complete without an attached exhibit showing location of project.

By
County Judge or Comm. Chairman

By
County Commissioner

By
County Commissioner

By John L. Whiteside
City ~~County~~ Engineer of Roadmaster

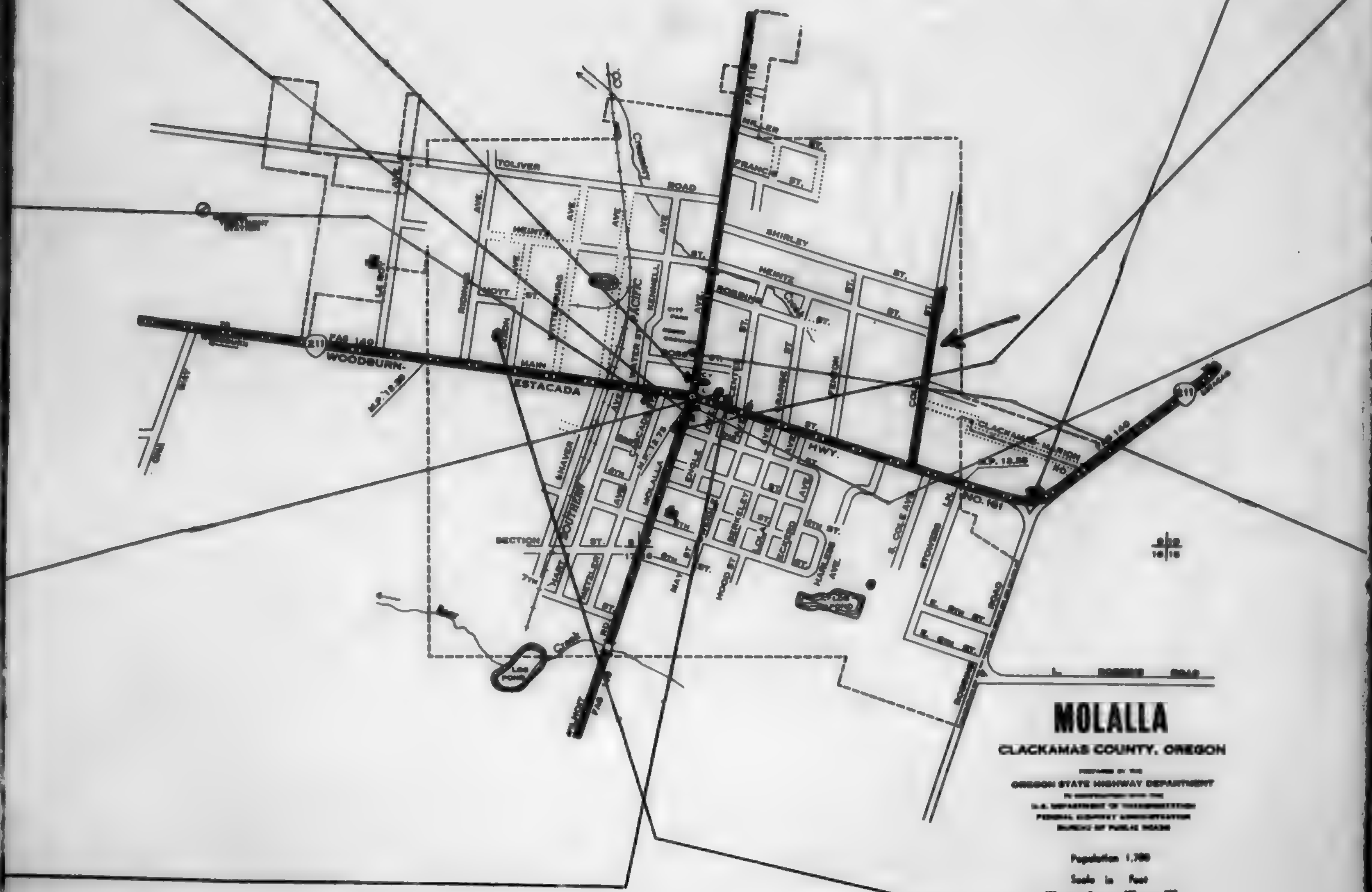
~~County~~ CITY OF MOLALLA, OREGON

Date 8/12/75

# MOLALLA

## 1971

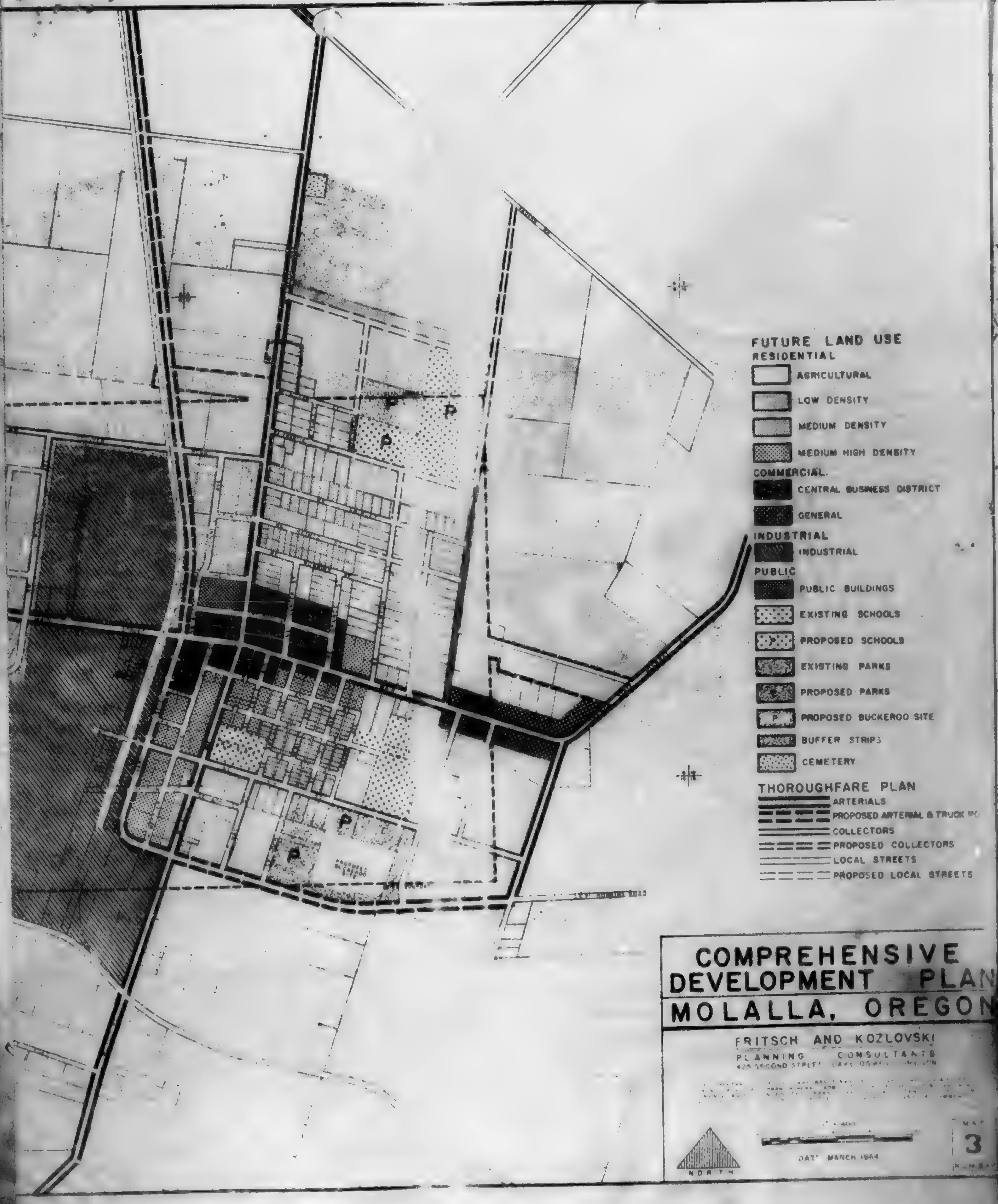
★


TOLIVER
ROAD
FRANCIS ST.
SHIRLEY
HEINTZ
ST.
AVE.
MAIN
WOODBURN
ESTACADA
HWY.
SECTION
ST.
ROBBINS ROAD
MOLALLA
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population
Scale in Feet

**larry smith**

D.B.A. BUSY BEE PRINTING SALES
PHONE (503) 397-0554
ROUTE 1 - BOX 440-16, WARREN, OREGON 97053

RECEIVED
COUNTY & CITY SECTION
AUG 18 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

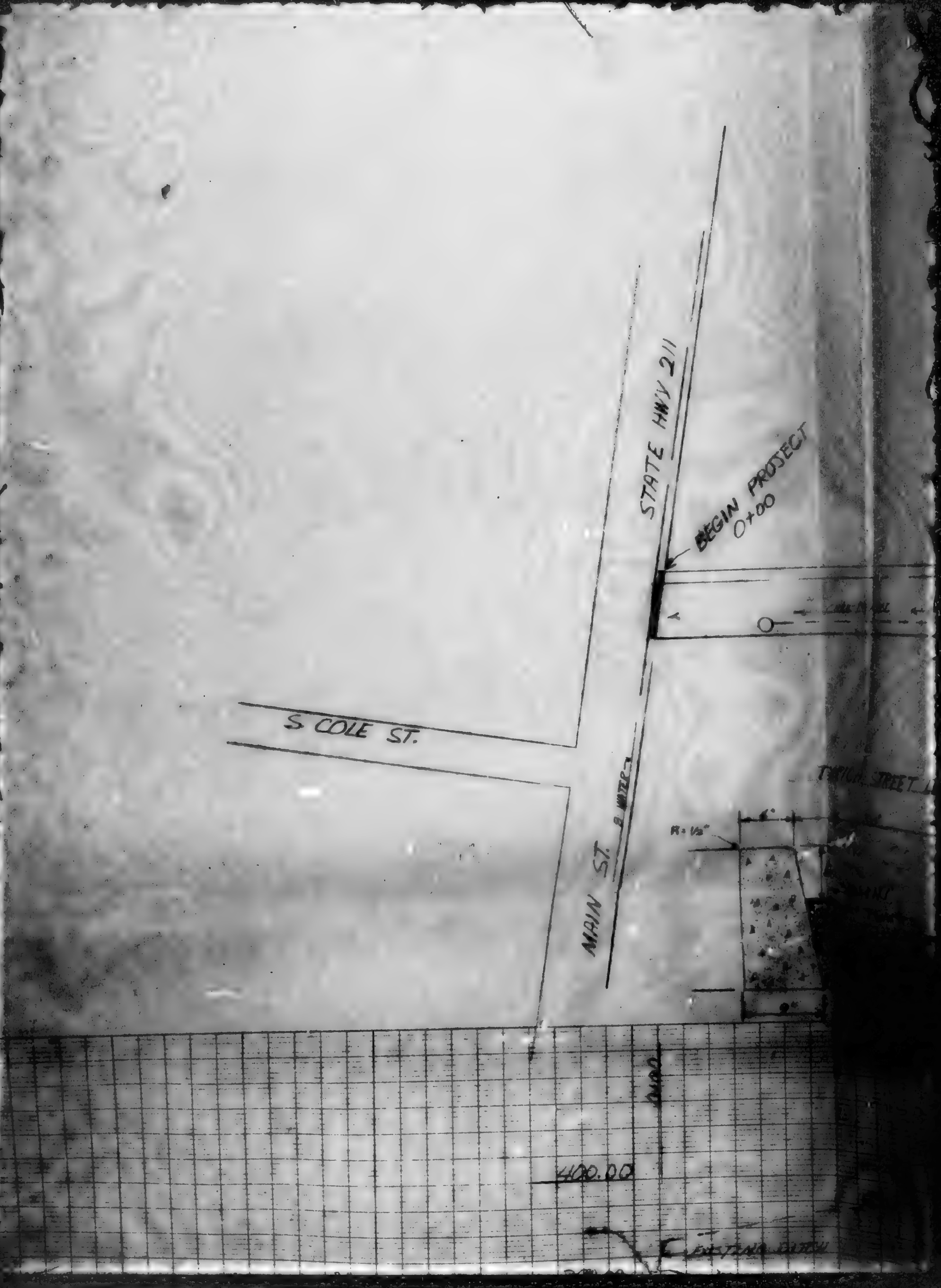

FUTURE LAND USE
RESIDENTIAL
AGRICULTURAL
LOW DENSITY
MEDIUM DENSITY
MEDIUM HIGH DENSITY
COMMERCIAL.
CENTRAL BUSINESS DISTRICT
GENERAL
INDUSTRIAL
INDUSTRIAL
PUBLIC
PUBLIC BUILDINGS
EXISTING SCHOOLS
PROPOSED SCHOOLS
EXISTING PARKS
PROPOSED PARKS
P
PROPOSED BUCKEROO SITE
BUFFER STRIPS
CEMETERY
THOROUGHFARE PLAN
ARTERIALS
PROPOSED ARTERIAL & TRUCK RO
COLLECTORS
PROPOSED COLLECTORS
LOCAL STREETS
PROPOSED LOCAL STREETS
P
P
P
P
P
NORTH

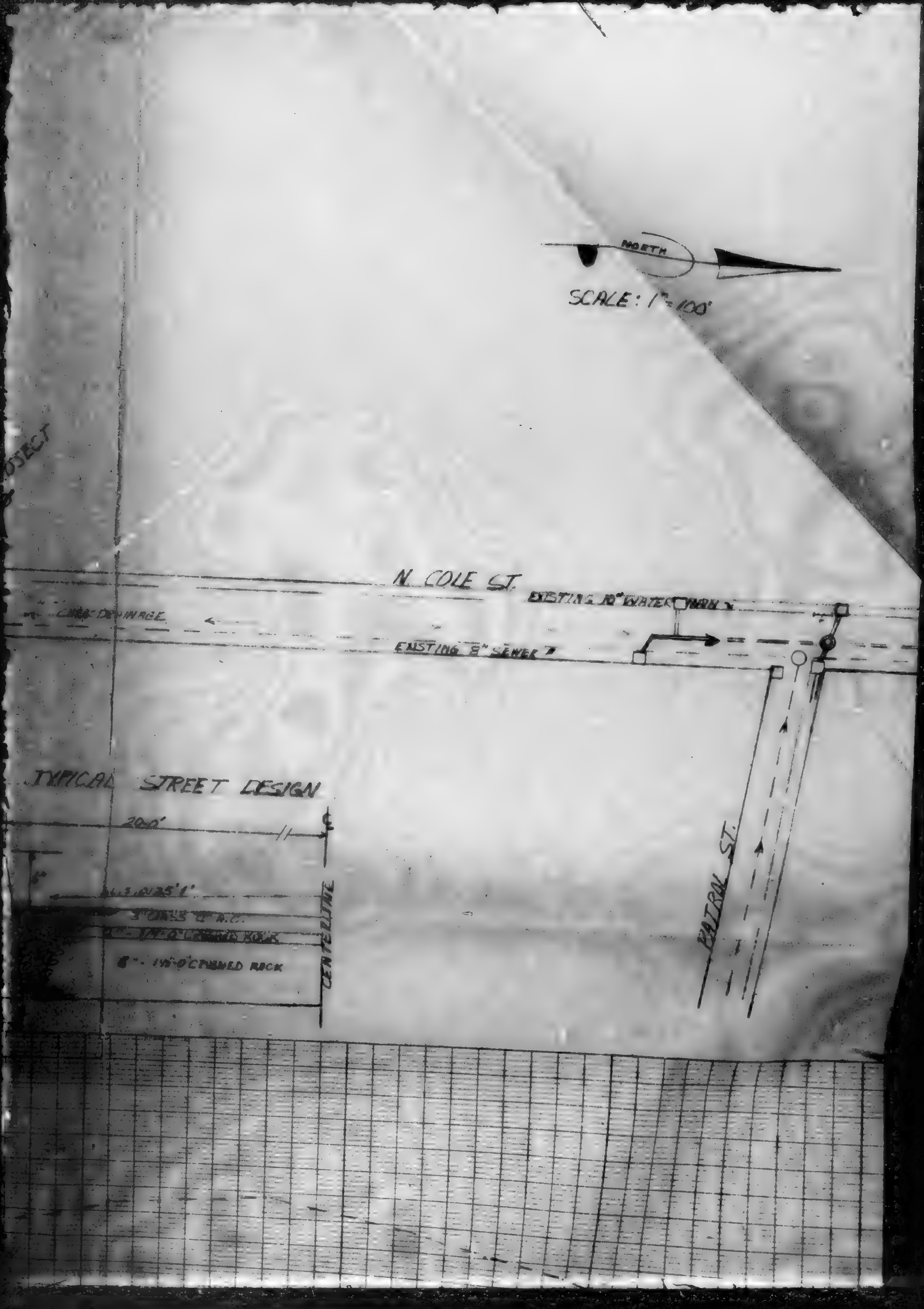
# COMPREHENSIVE DEVELOPMENT PLAN
# MOLALLA, OREGON

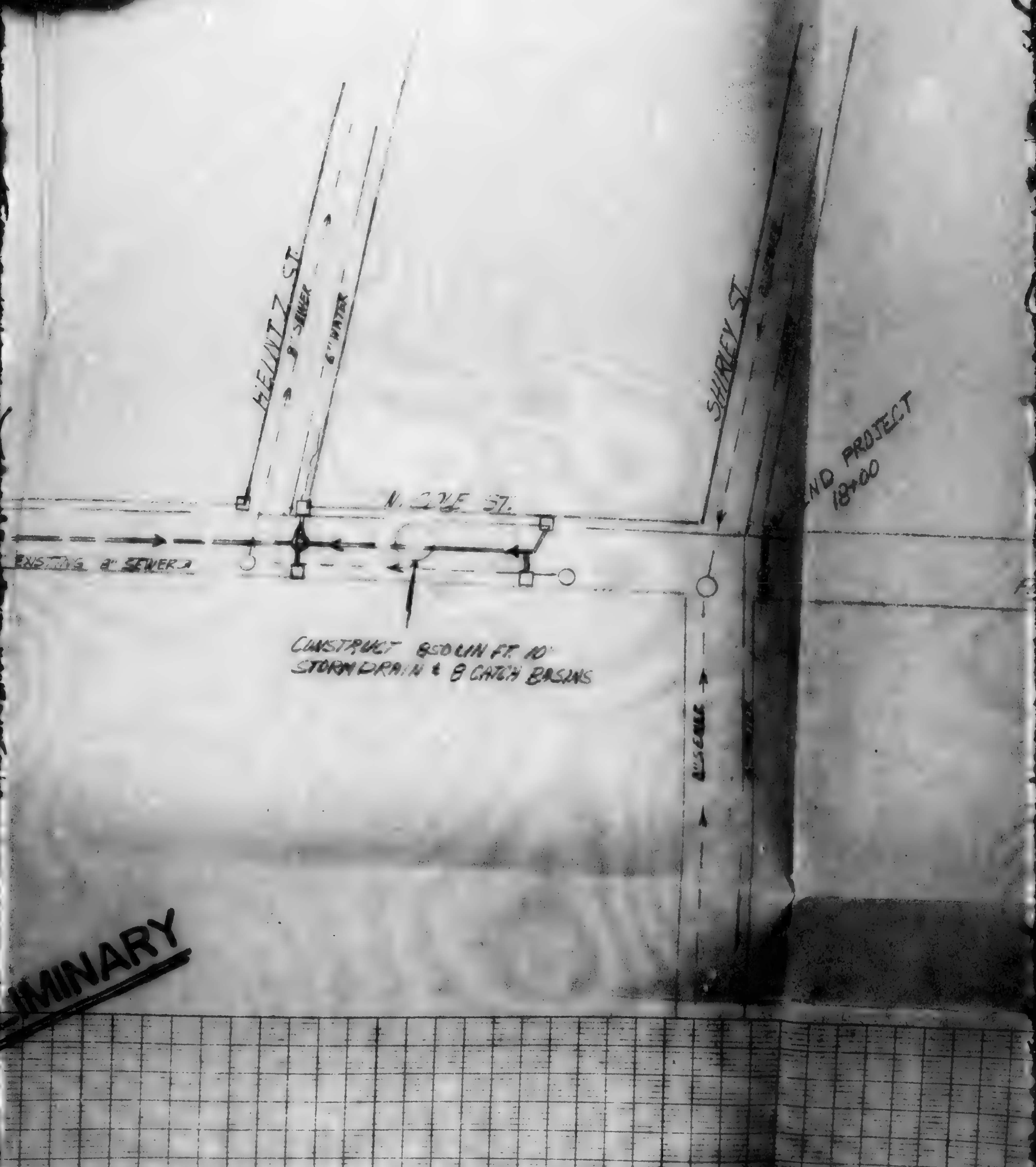
FRITSCH AND KOZLOVSKI
PLANNING CONSULTANTS
420 SECOND STREET LAKE OSWEGO, OREGON

DATE MARCH 1964

MAP 3 NUMBER


STATE HWY 211
BEGIN PROJECT
0+00
S. COLE ST.
MAIN ST.
8" WATER
TYPICAL STREET
R=1/2"
6"
9"
0+00
4100.00
EXISTING DITCH


OJECT
NORTH
SCALE: 1" = 100'
N. COLE ST.
EXISTING 10" WATER MAIN
DRAINAGE
EXISTING 8" SEWER
BAIRDL ST.
TYPICAL STREET DESIGN
20.0'
6"
3" CLASS "B" A.C.
ROCK
8" - 1½"-0 CRUSHED ROCK
CENTERLINE


HEINTZ ST.
8" SEWER
6" WATER
N. COVE ST.
EXISTING 8" SEWER
SHIRLEY ST.
END PROJECT
18+00
CONSTRUCT 850 LIN FT. 10"
STORM DRAIN & 8 CATCH BASINS
IMINARY

END PROJECT
18+00
FUTURE EXTENSION TO VAUGHAN RD. →
MOLALLA CITY PARK &
BUCKAROO ASSN. RODEO ARENA
400.00

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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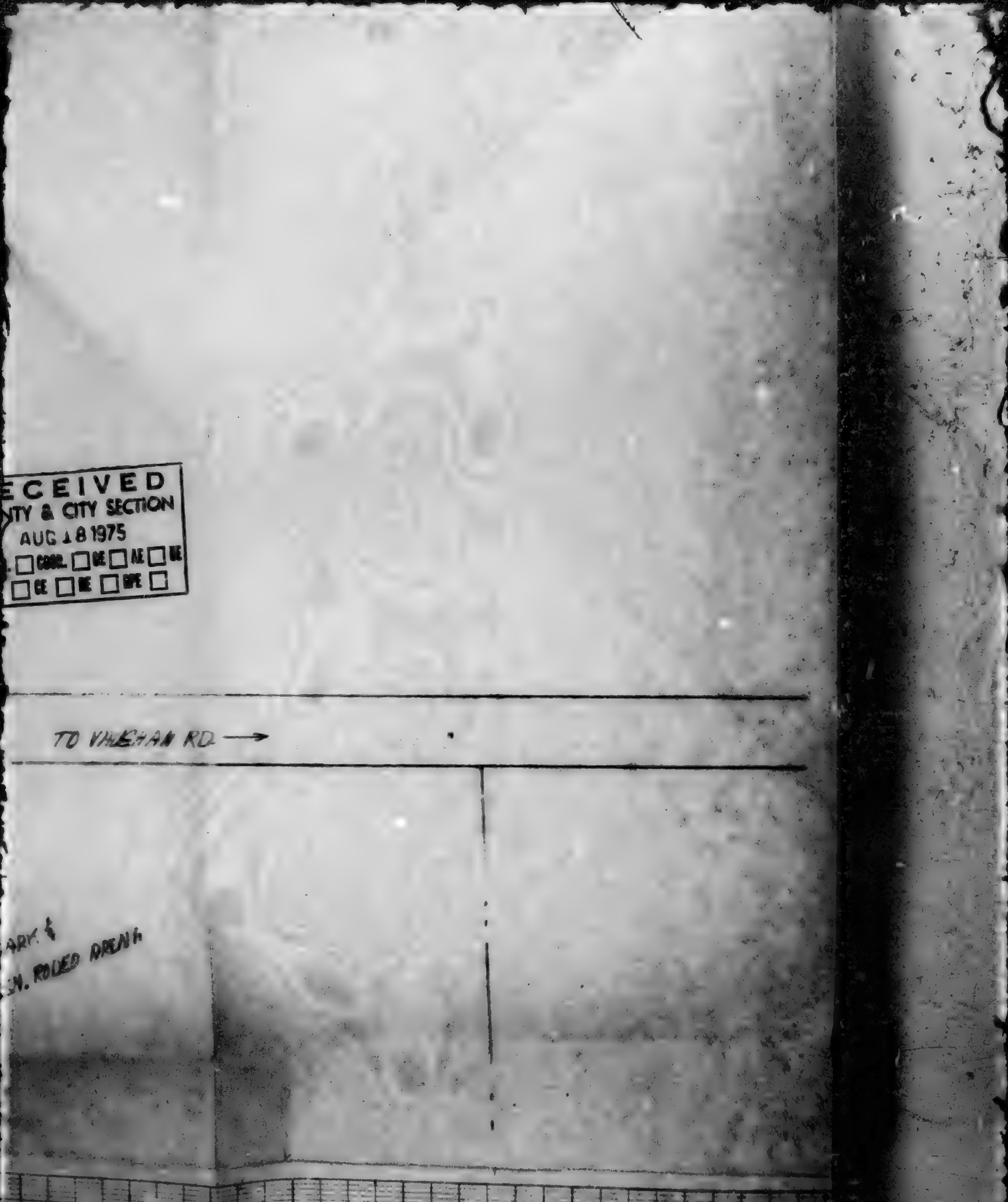
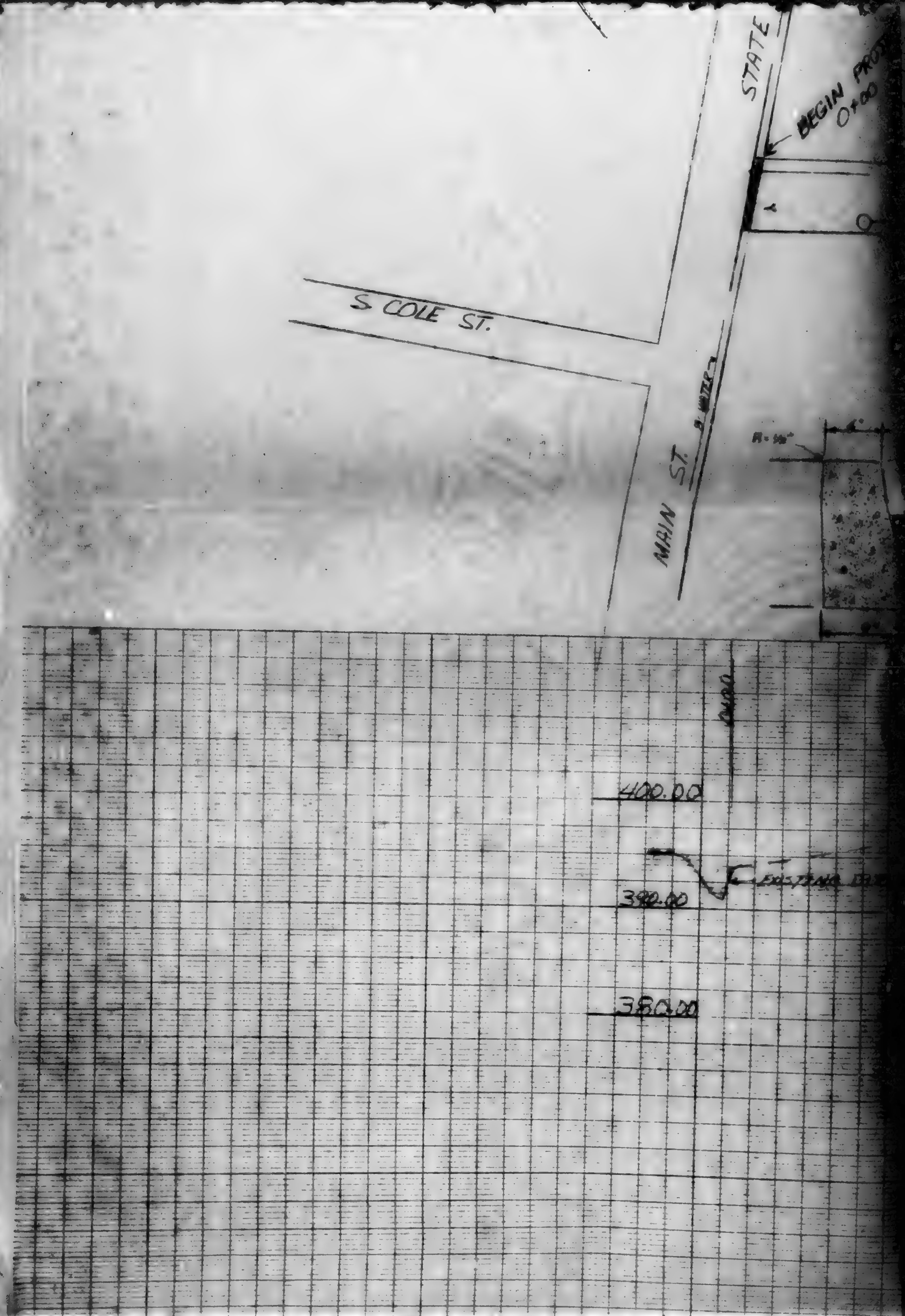
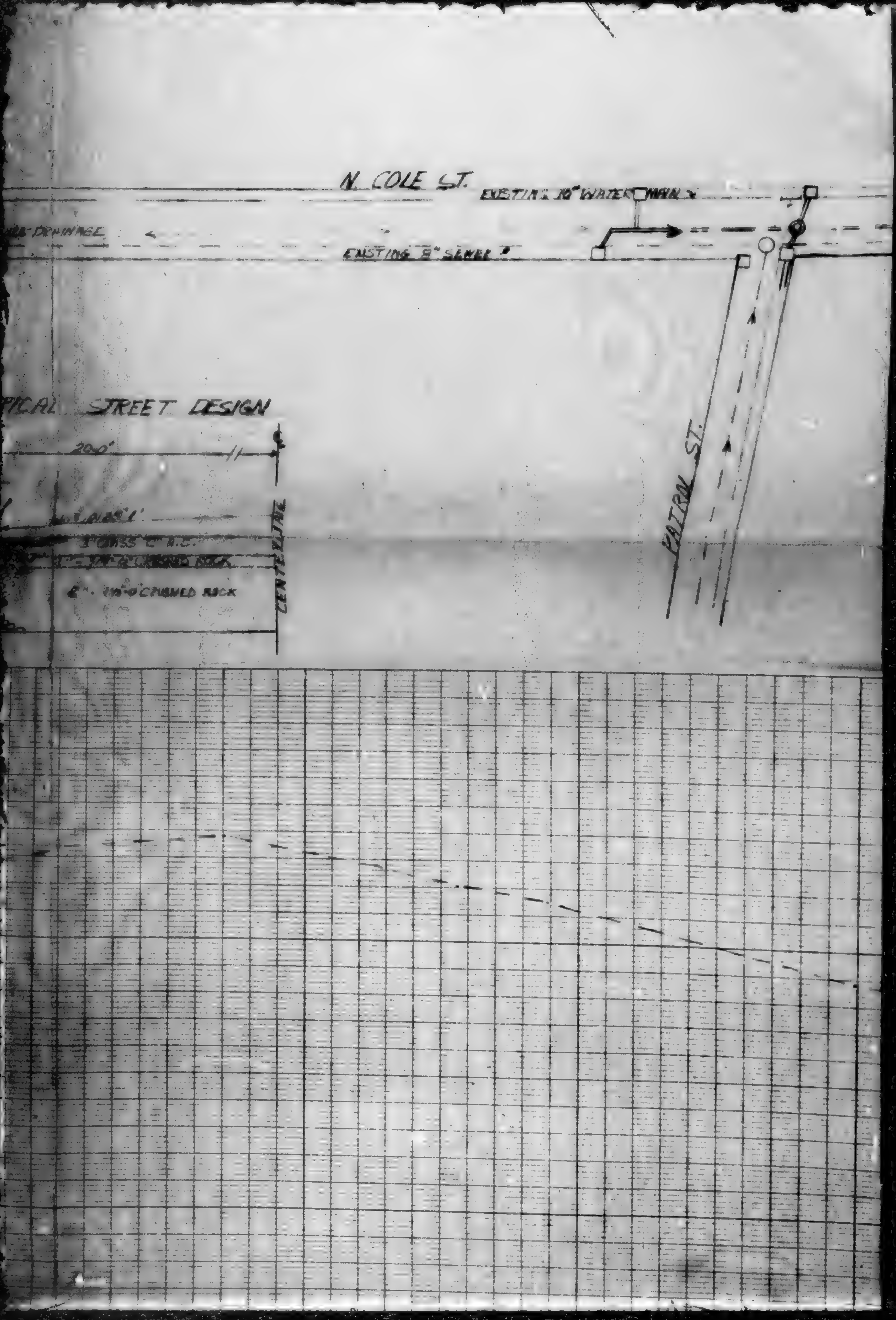
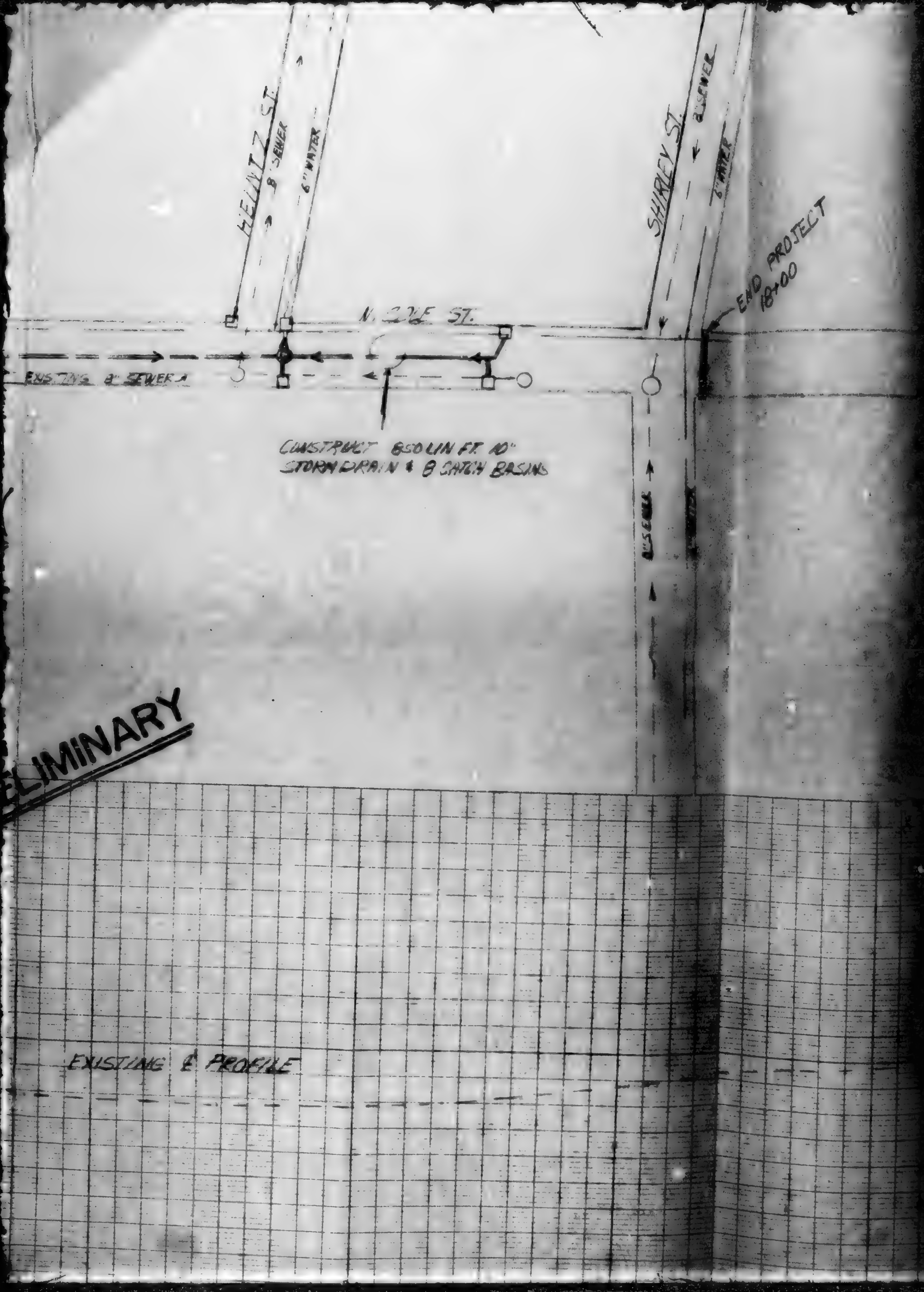

TO VAUGHAN RD →
ARY. &
N. ROLED DRAIN
480.00

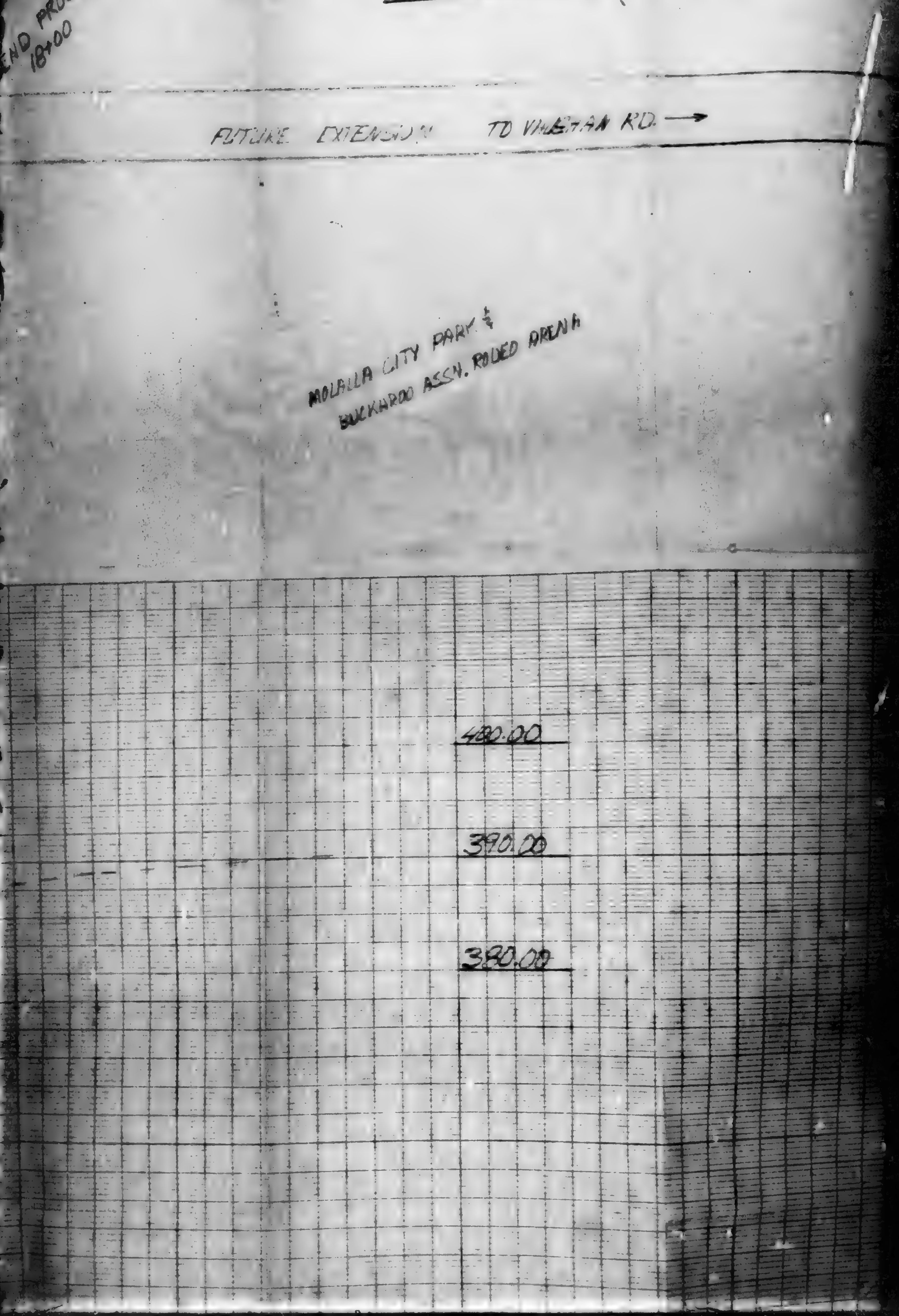

STATE
BEGIN PRO
0+00
S. COLE ST.
MAIN ST.
8" WATER
R=16"
6"
0+00
400.00
390.00
380.00
EXISTING


N. COLE ST.
EXISTING 10" WATER MAIN
DRAINAGE
EXISTING 8" SEWER
PATRON ST.
PICAL STREET DESIGN
20.0'
3" CLASS "C" A.C.
6" - 1½"-0 CRUSHED ROCK
CENTERLINE


HEINTZ ST.
8" SEWER
6" WATER
SHIRLEY ST.
8" SEWER
6" WATER
END PROJECT 18+00
N. COLE ST.
EXISTING 8" SEWER
8" SEWER
ELIMINARY
EXISTING ℄ PROFILE

CONSTRUCT 850 LIN FT. 10" STORM DRAIN & 8 CATCH BASINS

☐ UPE ☐ CE ☐ ☐


END PROJEC
18+00
FUTURE EXTENSION TO VAUGHAN RD. →
MOLALLA CITY PARK &
BUCKAROO ASSN. RODEO ARENA
400.00
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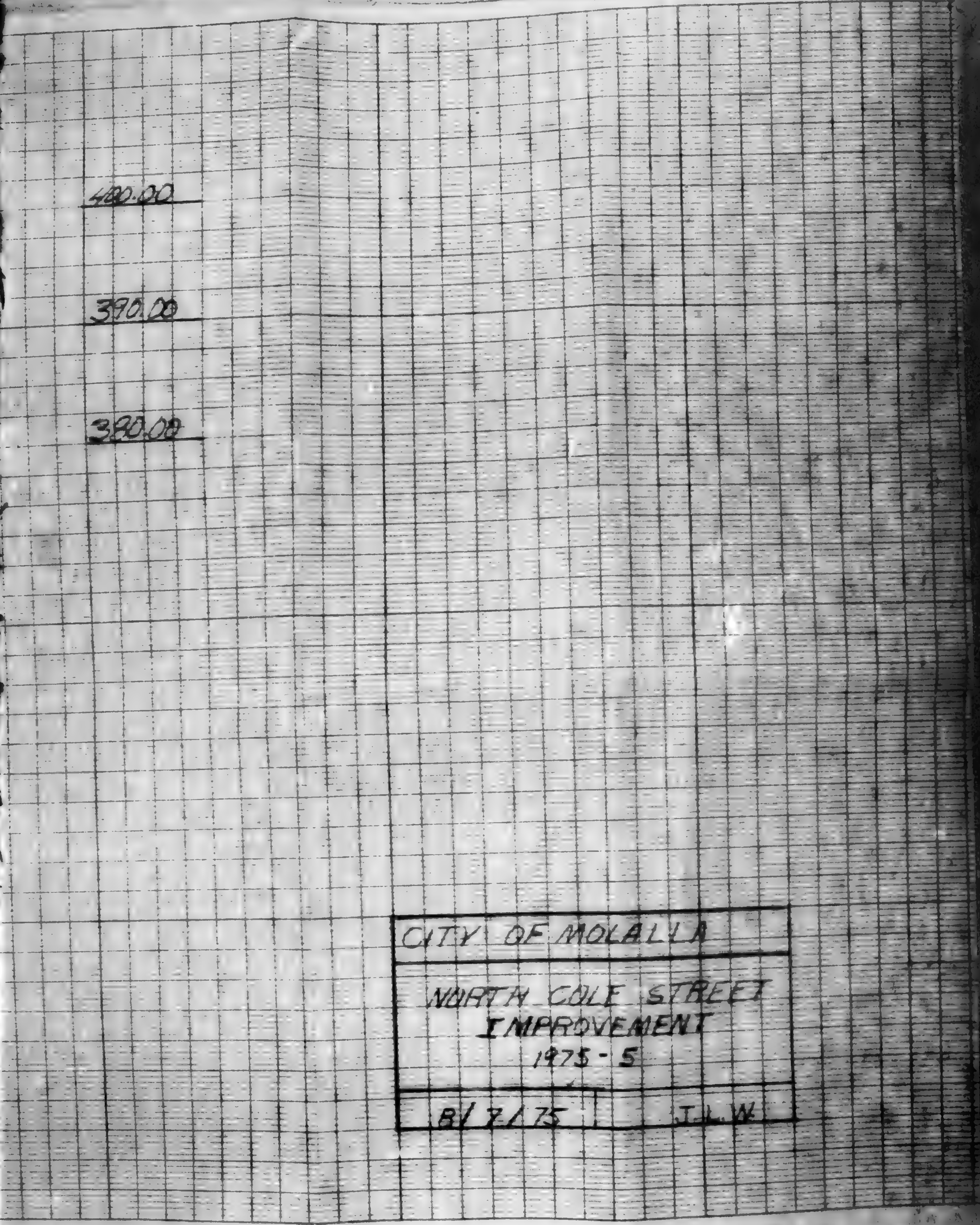
400.00
390.00
380.00

CITY OF MOLALLA

NORTH COLE STREET
IMPROVEMENT
1975 - 5

8/ 7/ 75 J.L.W.

8755

OSR
Molalla

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Region 1 Milwaukie
August 1, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: HAL REYNOLDSON
Rural Program Engineer

SUBJECT: OSR Project
City of Molalla

The City of Molalla has a street improvement project that it would like considered for funding under the Off-System Roads program, and the attached data is the initial request. This is the second request received from small cities in Clackamas County but should probably be considered on its own merits since the ability of local governments to provide matching money can't be known.

Molalla will be submitting more detailed information and environmental assessment forms shortly. These will be forwarded as received.

JR/b
att

Not eligible
2nd City OSR Project
in Clackamas County
Canby already has $102,000 proj

Prange
#

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AUG 4 - 1975
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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

**CITY OF MOLALLA**
P. O. BOX 598
MOLALLA, ORE. 97038

July 31, 1975

UE [✓ RE] RME [✓ RCE] ROUTED JON ROSE
TE RECEIVED RSM
UE AUG 0 1 1975 RSC
SO REGION I RBI
ENV LOC

John Rose
Regional Federal Aide Engineer
P.O. Box 02157
Portland, Oregon 97202

Re: Off-System Roads Program

Dear John,

I am enclosing herewith some drawings showing N. Cole Ave., which we feel would meet the criteria presented for the subject program.

This street currently has a sixteen foot oil mat surface and will not be adequate to handle the anticipated traffic loads and volumes of the very near future.

This street is destined to become a major collector street according to our comprehensive plan, and now will be the primary access to the new Buckeroo rodeo arena, and public recreation area, a new high school and a public swimming pool, together with local area traffic.

The new Buckeroo grounds are intended to be completed for the rodeo by July 4th of the coming year with a seating capacity of 60,000 people. This arena will also be used throughout the year by other clubs and organizations together with the parks and recreation facility adjacent.

As you can see, the improvement of this street will be of prime importance to the city of Molalla and surrounding area.

I have made some preliminary cost estimates and find the estimated improvement cost to be $103,606.80, which includes 20% for engineering and inspection.

Please document this letter as our intent to apply for funding on the project through the off-system Roads Program and forward necessary application form so we may begin processing a more complete application.

Respectfully submitted,

John Whiteside
John Whiteside
Director of Public Works

cc: J.Haynes, City Adm.
E. Clark, Street Comm.
G. Price, City Atty.

JW/fl
enc.

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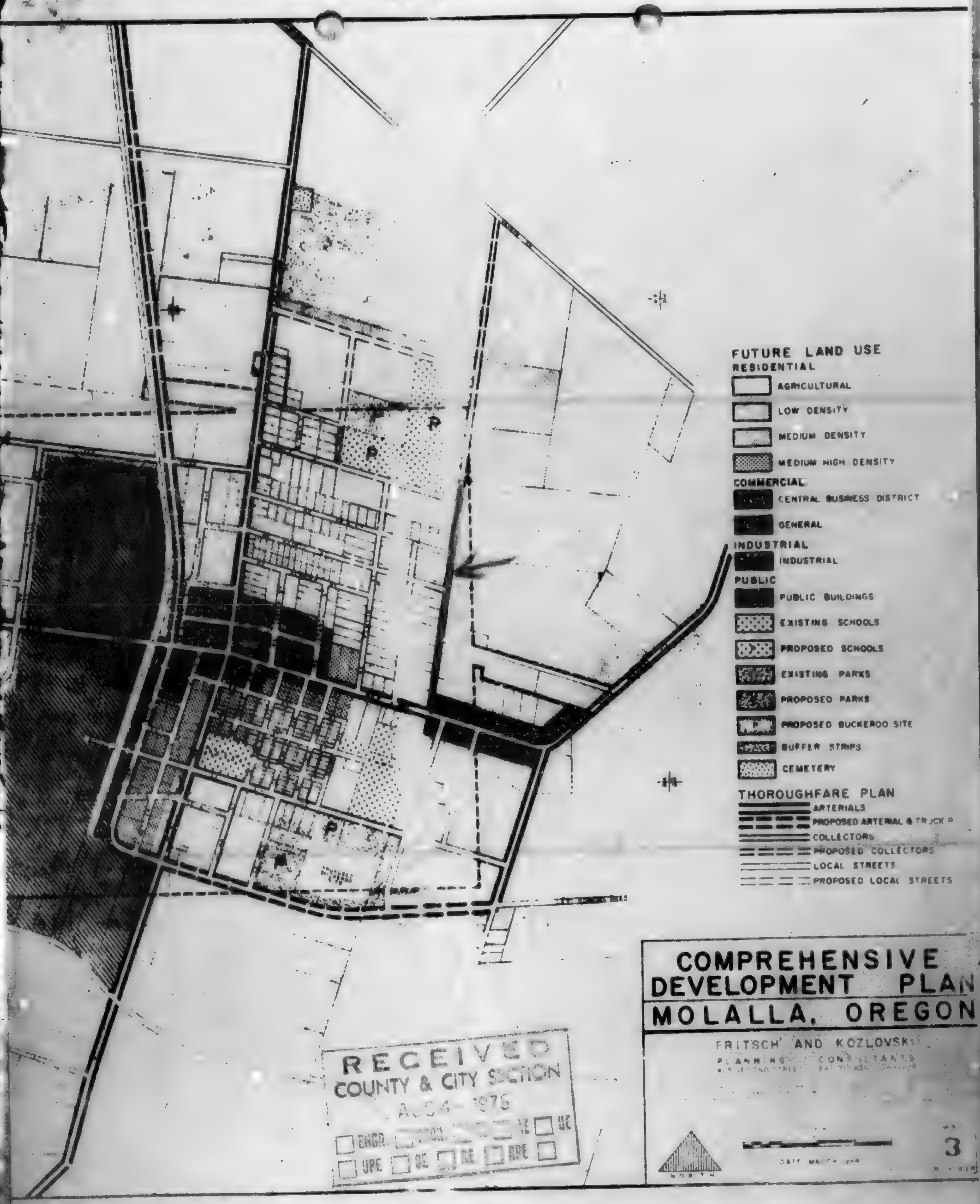
☐ UPE ☐ CE ☐ UE ☐ UPE ☐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AGRICULTURAL
LOW DENSITY
MEDIUM DENSITY
MEDIUM HIGH DENSITY
COMMERCIAL
CENTRAL BUSINESS DISTRICT
GENERAL
INDUSTRIAL
INDUSTRIAL
PUBLIC
PUBLIC BUILDINGS
EXISTING SCHOOLS
PROPOSED SCHOOLS
EXISTING PARKS
PROPOSED PARKS
P
PROPOSED BUCKEROO SITE
BUFFER STRIPS
CEMETERY
THOROUGHFARE PLAN
ARTERIALS
PROPOSED ARTERIAL & TRUCK R
COLLECTORS
PROPOSED COLLECTORS
LOCAL STREETS
PROPOSED LOCAL STREETS
P
P
P
NORTH

# COMPREHENSIVE DEVELOPMENT PLAN
# MOLALLA, OREGON

FRITSCH AND KOZLOVSKI
PLANNING CONSULTANTS

DATE MARCH 1964

3
NUMBER

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COUNTY & CITY SECTION
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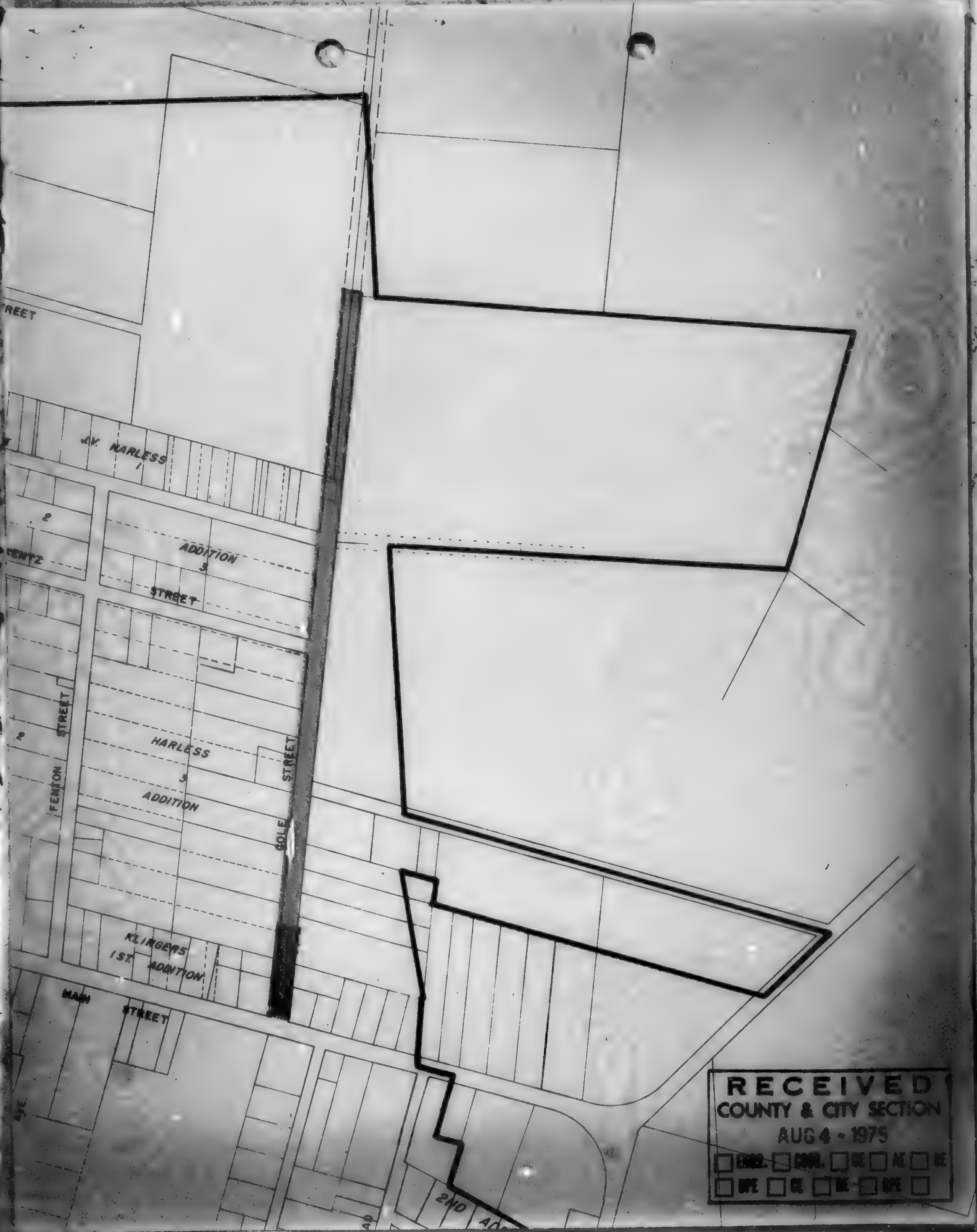
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


STREET
J.V. HARLESS
1
2
ADDITION
3
ENTZ
STREET
FENTON STREET
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HARLESS
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ADDITION
COLE STREET
KLINGERS
1ST. ADDITION
MAIN STREET
2ND AD
AD

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AUG 4 - 1975
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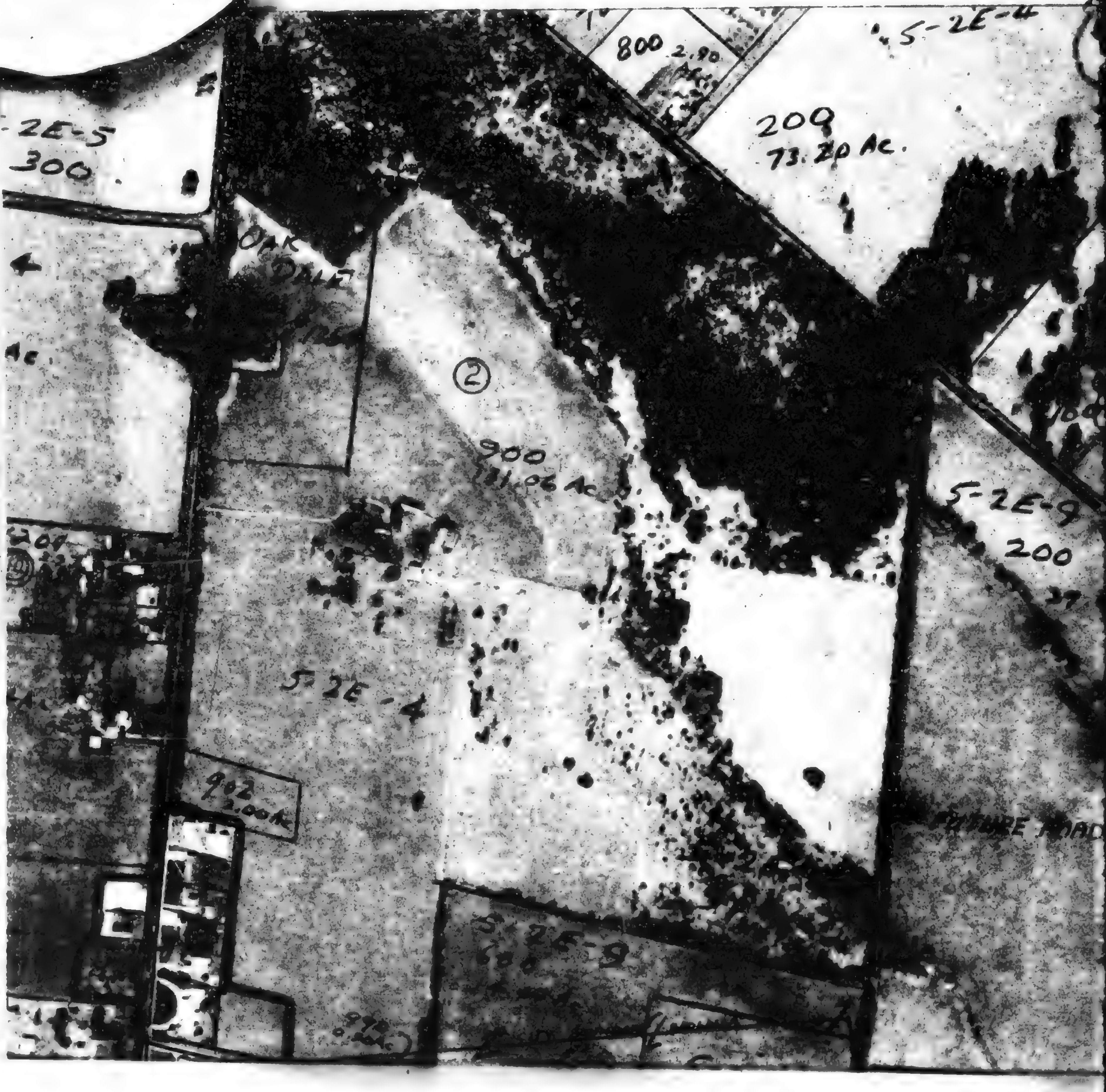
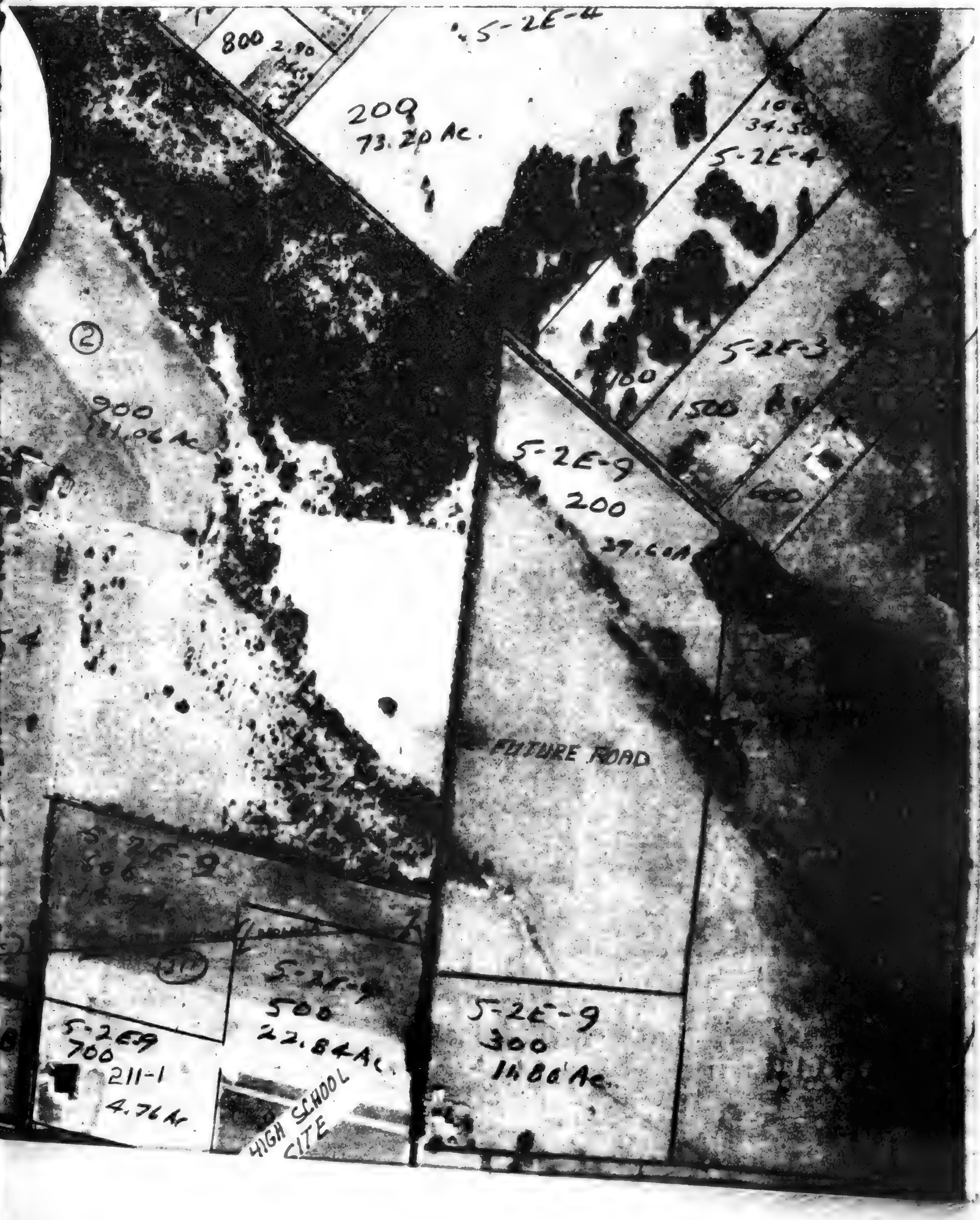

-2E-5
300
800 2.90 Ac.
5-2E-4
209
73.20 Ac.
OAK DALE
②
900
131.06 Ac
5-2E-9
200
5-2E-4
902
2.00 Ac
FUTURE ROAD
5-2E-9
600

SITE
PARKS & REC. SITE


5-2E-4
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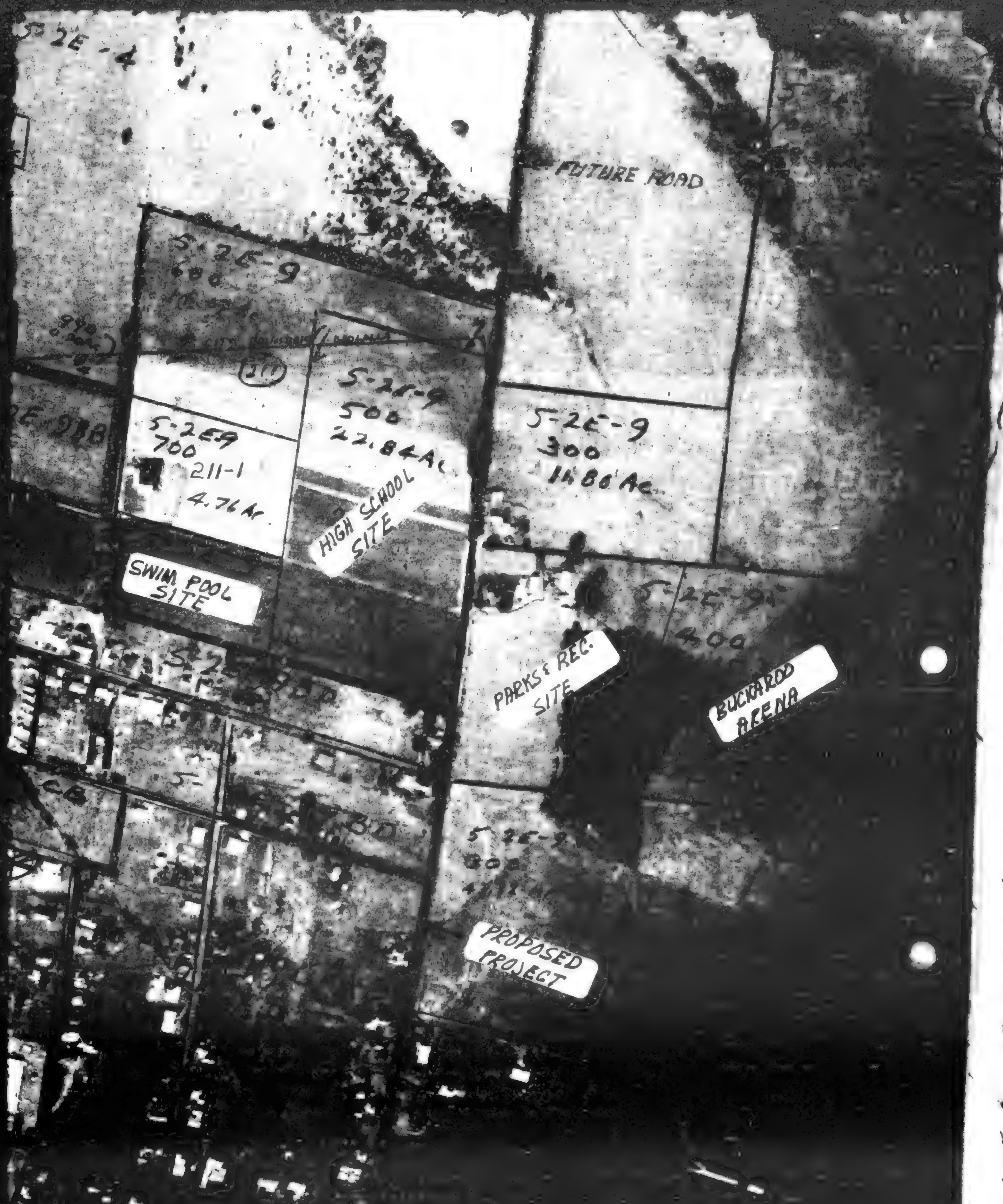
5-2E-3
100
1500
600
②
900
121.06 Ac
5-2E-9
200
27.60 A
FUTURE ROAD
5-2E-9
211
5-2E-9
500
22.84 Ac.
5-2E9
700
211-1
4.76 Ac
HIGH SCHOOL
CITE
5-2E-9
300
14.80 Ac.
B


5-2E-4
FUTURE ROAD
5-2E-9
600
5-2E-9
500
22.84Ac
5-2E9
700
211-1
4.76Ac
E-98B
5-2E-9
300
16.80 Ac
HIGH SCHOOL SITE
SWIM POOL SITE
5-2E-9
400
PARKS & REC. SITE
BUCKAROO ARENA
5-2E-9
800
PROPOSED PROJECT

8756 Remote Sec. of Coos Bay- 1978
Roseburg Hwy.
(Grading, paving & strucs.)

C+Q 6543 6-8-78

8756 1-11-83 b

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-14(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80270

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/11/83

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:
Remote Section

11. GENERAL DESCRIPTION OF WORK
Revised utility adjustment costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 12/22/82 and the justification submitted therewith, I approve the revised cost of the adjustment for the General Telephone Company to a total cost of $10,726.98 Federal Funds $9,199.45.

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swan
FOR

Orig 1/13

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

8756.

ROW 18-4

December 22, 1982

RECEIVED
TECHNICAL SERVICES
DEC 27 '82
REFER TO
FOR

| Info | Invest | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
General Telephone Company
Telephone Facilities Relocation
Remote Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-14(5)

Reference is made to my letter of July 18, 1978 which submitted an estimate of cost for the relocation of General Telephone Company's (GTE) aerial telephone facilities and to your Letter of Approval and/or Authorization, dated July 24, 1978, which approved participation in the estimated cost of $8,224. Copies of my letter and your PR-1240 are attached.

The relocation of the telephone facilities has been completed and a final billing of cost, in the amount of $28,658.30, received. The final cost has been audited by our Accounting Section and adjustments made for work performed prior to the authorization date and an erronious participation percentage. Please refer to the attached audit report. The final audited and acceptable State's share of the relocation cost in the amount of $10,726.98 exceeds the estimated cost of $8,224 by $2,502.98 or 30.44%. GTE, in a letter dated December 8, 1982, has provided an explanation of the cause for overrunning the estimated cost. A copy of the final billing and letter of explanation are attached.

The relocation costs as audited by our Accounting Section were found to be actual and substantiated. GTE has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement of approved costs.

Your approval of federal participation in the final relocation cost of $10,726.98 is requested.

JMC/DES/llr
Attachments
cc: E. S. Hunter, J. M. Cartwright, J. E. Christopherson, Rich Evans

8756 L.

# STATE COPY

cc: Salem (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

12-11 ?

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>8 | COUNTY<br>Coos | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-8-80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>F-14(5) |
| COMPLETION DATE<br>10-16-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>2-11-80 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>450 days |
| APPROVED EXTENSIONS<br>-- | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

### REMOTE SECTION
### COOS BAY-ROSEBURG HIGHWAY
### Grading, Paving, and Structures

Project Description

This project provided the major reconstruction of a 3.3 mile section of the subject highway extending both directions from Remote.

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-12
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Thomas P. Lowe<br>T. P. Lowe | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer<br>G. K. Hossner | |
| TITLE Area Engineer | DATE 12-8-80 | TITLE Field Operations Engineer | DATE 12/11/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8756 Form FHWA 121 (1/80) L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

# memorandum

Subject: F-14(4) Remote Section Coos County
Files 49890 and 50170

Date: December 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed your records of negotiations, condemnation actions, and legal settlements involved in acquiring right of way from files 49890 and 50170. We found that the procedures used did not comply with the intent of Section 301 of Title III of the Uniform in making every reasonable effort to acquire expeditiously real property by negotiation or in making payment to an owner before taking possession.

To our knowledge the subject situation was an isolated instance with no discernable adverse effect on the property owners involved, therefore, Federal-aid participation in all of the project costs was not jeopardized. Federal-aid funds, however, are not eligible to participate in the settlement amounts of $9,450 and $11,700 which was paid in addition to the approved estimates of just compensation for files 50170 and 49890 respectively.

The reasons for not allowing Federal-aid participation in the foregoing noted amounts are: The immeasurable effect the acquisition procedures had on the final settlements; Federal participation is not allowed in the interest costs on the payments to the owners for the 19 month period that elapsed between when the State took possession of the property and deposited the estimates of just compensation in court; and the rationale set forth for the settlement of File 50170 included items not eligible for Federal-aid reimbursement.

G. L. Green

cc:
OSHD (E S Hunter)
" (J B Boyd)
" (F Lowe)
" (D E Swan)

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8756

L,

McNUTT, GANT, ORMSBEE, CORRIGALL & GOULD
ATTORNEYS AT LAW
455 SOUTH 4TH STREET
COOS BAY, OREGON 97420

LYNNE W. McNUTT
GEORGE T. GANT
ORRIN R. ORMSBEE
MALCOLM J. CORRIGALL
RONALD L. GOULD
SCOTT M. McNUTT

TELEPHONE 503 269-5521
POST OFFICE BOX 1248

March 21, 1980

Fred H. Slate
7805 S. W. 40th
Portland, Oregon 97219

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Sirs:

Re: Remote Section
Coos Bay - Roseburg Highway

I represent Maude Masters at Remote, Oregon, who informs me that fill placed during the recent construction project on the South side of the frontage road between the frontage road and the river was not properly riprapped with any heavy rock and has started a serious erosion problem that is going to cause her to lose a valuable parking area and land between the frontage road and the river. Additional work needs to be performed to prevent this damage and you are hereby demanded to correct this situation immediately before further damage occurs.

Very truly yours,

GTGant
George T. Gant

GTG:gt

RECEIVED
STATE HWY ENGR
MAR 24 '80
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

orig to

cy Kersey

8756

February 13, 1980

Wells-Reed-Wood-West Company
413 Morgan Building
720 S.W. Washington
Portland, OR 97205

CON 5
Contract #8756

Gentlemen:

Contract No. 8756 awarded to Fred H. Slate Company for work on the Remote Section of the Coos Bay-Roseburg Highway in Coos County was completed on October 16, 1979, and accepted by the State Highway Division on February 11, 1980.

Final payment in the amount of $157,422.16 will be released to the contractor after February 19, 1980. The total contract amount is $3,116,719.92 including $3,270.42 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Fred H. Slate Co.
P. O. Box 19238
Portland, OR 97219

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

|  |  |  |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>2-26 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Coos |
| PROJECT REPORT NUMBER | 2-4-80 | Project Number<br>F-DP-14(5) |
| MODIFICATION NUMBER<br>2 |  |  |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 1978, is hereby modified as follows:

|  | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 3,145,410.00 | $ 3,450,000.00 |
| Federal funds | $ 2,697,815.00 | 1,710,858.00 EGC<br>$ 1,248,205.00 Primary |
| Other revisions |  |  |

This modification is made for the following reasons:

To include increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of February, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swa

Operation Programming Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon January 28, 1980

Federal Aid Project
No. F-DP-14(5)

Remote Section
Coos Bay-Roseburg Highway
Coos County

Revised Project Agreement

Type Code 6204
Roadway (Sta.824+00 thru "EQ" 872+54.33-872+44.98 to Sta. 929+76.95)
Subtotal of previous estimate of December 7, 1979 $2,547,357.00

| | | | | |
|---|---|---|---|---|
| Previous Estimate | | | | |
| General Excavation | 283,400 | cu.yd. | 2.95 | $ 836,030.00 |
| Revised Estimate | | | | |
| General Excavation | 386,990 | cu.yd | 2.95 | 1,140,617.50 |
| | | | Increase | 304,587.50 |
| | | | Subtotal | 2,851,944.50 |
| | | | Engineering | 307,645.50 |
| | | | TOTAL | $3,159,590.00 |

Type Code Y080
Sandy Creek, Br.#482B (Sta. 873+60 to Sta. 875+15)
Total the same as previous estimate of July 6, 1978 $ 268,606.00

Type Code Y060
Utility Work
Total the same as previous estimate of July 6, 1978 $ 21,804.00

Length of Roadway - - - - - - - 1.976 miles
" " Structure- - - - - - - 0.029 miles
Total 2.005 miles

Cost of Roadway per mile - - - - - - - - - - - - $ 1,575,855.36

- SUMMARY OF FUNDS -

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $3,159,590.00 | $2,709,980.00 | $ 449,610.00 |
| Structure | 268,606.00 | 230,383.00 | 38,223.00 |
| Utility | 21,804.00 | 18,700.00 | 3,104.00 |
| TOTAL | $3,450,000.00 | $2,959,063.00 | $ 490,937.00 |
| EGC Funds | 1,994,705.00 | 1,710,858.00 | 283,847.00 |
| Primary Funds | 1,455,295.00 | 1,248,205.00 | 207,090.00 |

EGC - Group 1 - 100%
Primary Group 2 - 0%
Contract No. 8756
Prefix 6-1057
Prorata 85.77

1.1-6

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| MONTHLY TRANSACTION NUMBER<br>12-139 | | County<br>Coos |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | Project Number<br>F-DP-14(5) |
| MODIFICATION NUMBER<br>1 | 12-26-79 | |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 14, ,19 78 ,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 3,016,983.00 | $ 3,145,410.00 |
| Federal funds | $ 2,587,664.00 | 1,944,705.00 EGC<br>$ 1,150,705.00 Primary |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in bid item quantities, and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December ,19 79 .

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 7, 1979

Federal Aid Project
No. F-DP-14(5)

Remote Section
Coos Bay-Roseburg Highway
Coos County

Revised Project Agreement Estimate

Type Code 6204
Roadway (Sta. 824+00 thru "EQ" Sta. 872+54.33=872+44.98 to Sta.929+76.95)

Subtotal of previous estimate of July 6, 1978 $ 2,423,620.50

Previous Estimate

| | | | |
|---|---|---|---|
| Flagman | 3300 hr | 17.50 | $ 52,500.00 |
| Extra for Selected Rock Embankment | 8700 cu.yd. | 2.50 | 21,750.00 |
| Cement treated Base Mixture | 27,040 ton | 8.00 | 216,320.00 |
| | TOTAL | | $ 290,570.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Flagman | 8351 hr. | 17.50 | $ 146,142.50 |
| Extra for Selected Rock Embankment | 18,200 cu yd | 2.50 | 45,500.00 |
| Cement Treated Base | 27,833 ton | 8.00 | 222,664.00 |
| | TOTAL | | $ 414,306.50 |

| | |
|---|---|
| Increase | $ 123,736.50 |
| Subtotal | 2,547,357.00 |
| Engineering | 307,643.00 |
| TOTAL | $2,855,000.00 |

Type Code X080
Sandy Creek, Br. #482B (Sta.873+60 to Sta 875+15)

Total same as previous estimate of July 6, 1978 $ 268,606.00

Type Code Y060
Utility Work

Total same as previous estimate of July 6, 1978 $ 21,804.00

Length of Roadway 1.976
Structure 0.029

TOTAL 2.005 mi.

Cost of Roadway per mile . . . . . . . . . . $1,444,838.06

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $2,855,000.00 | $2,448,732.00 | $406,268.00 |
| Structure | 268,606.00 | 230,383.00 | 38,223.00 |
| Utility | 21,804.00 | 18,700.00 | 3,104.00 |
| Total | $3,145,410.00 | $2,697,815.00 | $447,595.00 |
| EGC Funds | 1,994,705.00 | 1,710,858.00 | 283,847.00 |
| Primary Funds | 1,150,705.00 | 986,957.00 | 163,748.00 |

EGC - Group 1 - 100%
Primary - Group 2 - 0%
Contract No. 8756
Prefix 6-1057

8756 9

STATE COPY

OMB No. 04-R2089

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>8-58<br>+<br>8-61 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-14-78 | Oregon<br>County Coos<br>Project No. F-DP-14(5) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42, 1.3 mi. W of Remote, E 2.0 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 2.005 |
| OTHER *(Specify)*<br>Utility Adjustment | 5-12-78 | |

FUNDS Pro Rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $3,016,983.00 | $ 1,710,858.00 EGC<br>$ 876,806.00 Consol. Prim. |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S Hunter

Technical Services Engineer
*(Title)*

By For: H.S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Date executed by Division Administrator JUL 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. F-DP-14(5)

Remote Section
Coos Bay-Roseburg Highway
Coos County

Project Agreement Estimate

Type Code 6204
Roadway (Sta. 824+00 thru "EQ" Sta. 872 54.33 = 872+44.98 to Sta. 929+76.95)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | 1 | Each | $3,000.00 | $ 3,000.00 |
| Mobilization | All | Required | | 150,000.00 |
| Temporary Protection and Direction of Traffic | All | Required | | 20,000.00 |
| Temporary Signs | 160 | Sq.Ft. | 6.00 | 960.00 |
| Temporary Barricades | 10 | Each | 125.00 | 1,250.00 |
| Temporary Continuous Rail Traffic Barriers, Reflectorized | 100 | Lin.Ft. | 8.00 | 800.00 |
| Temporary Guard Rail, Type 1A Reflectorized | 5,350 | Lin.Ft. | 5.50 | 29,425.00 |
| Flagmen | 3,000 | Hour | 17.50 | 52,500.00 |
| Pilot Car | 300 | Hour | 22.00 | 6,600.00 |
| Straw Bale Sediment Barrier, Type B | 1,000 | Lin.Ft. | 2.50 | 2,500.00 |
| Temporary Sediment Fence | 200 | Lin.Ft. | 4.00 | 800.00 |
| Temporary Slope Drains | 200 | Lin.Ft. | 5.00 | 1,000.00 |
| Temporary Sediment Basins | 8 | Each | 300.00 | 2,400.00 |
| Clearing and Grubbing | All | Required | | 70,000.00 |
| Removal of Structures and Obstructions | All | Required | | 2,000.00 |
| Ditch Excavation | 3,170 | Cu.Yd. | 4.00 | 12,680.00 |
| Embankment Foundation Excavation | 2,430 | Cu.Yd. | 4.00 | 9,720.00 |
| General Excavation | 283,400 | Cu.Yd. | 2.95 | 836,030.00 |
| Extra for Selected Rock Embankment | 8,700 | Cu.Yd. | 2.50 | 21,750.00 |
| Overhaul | 57,820 | C-Yd.Sta. | 0.80 | 46,256.00 |
| Trench Excavation | 1,900 | Cu.Yd. | 12.00 | 22,800.00 |
| Finishing Roadbed and Slopes | All | Required | | 15,000.00 |
| Watering | 1,900 | M-Gal. | 1.00 | 1,900.00 |
| 1"-0 Aggregate Base | 25,720 | Ton | 6.50 | 167,180.00 |
| Cement Treated Base Mixture | 27,040 | Ton | 8.00 | 216,320.00 |
| Porltand Cement in CTB Mixture | 1,490 | Ton | 85.00 | 126,650.00 |
| Asphalt in Seal | 150 | Ton | 150.00 | 22,500.00 |
| Class "B" Asphalt Concrete Mixture | 15,680 | Ton | 15.00 | 235,200.00 |
| Asphalt Cement in Mixture | 1,020 | Ton | 110.00 | 112,200.00 |
| Asphalt in Tack Coat | 5 | Ton | 150.00 | 750.00 |
| Concrete Ditch Lining | 390 | Sq.Yd. | 25.00 | 9,750.00 |
| 8-Inch Culvert Pipe | 220 | Lin.Ft. | 4.50 | 990.00 |
| 18-Inch Culvert Pipe | 660 | Lin.Ft. | 10.00 | 6,600.00 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. F-DP-14(5)

| | | | |
|---|---|---|---|
| 24-Inch Culvert Pipe | 930 Lin.Ft. | 17.00 | 15,810.00 |
| 36-Inch Culvert Pipe | 480 Lin.Ft. | 30.00 | 14,400.00 |
| Concrete Inlets, Type M-E | 12 Each | 1,200.00 | 14,400.00 |
| Concrete Inlets, Type M-E Special | 1 Each | 1,500.00 | 1,500.00 |
| 8-Inch Drain Pipe | 4,950 Lin.Ft. | 4.00 | 19,800.00 |
| Fiber Filter | 5,700 Sq.Yd. | 1.60 | 9,120.00 |
| Gravel in Drains | 680 Cu.Yd. | 18.00 | 12,240.00 |
| Guard Rail, Type 2A | 5,125 Lin.Ft. | 9.00 | 46,125.00 |
| Guard Rail, Type 3 | 150 Lin.Ft. | 22.00 | 3,300.00 |
| Guard Rail Anchors, Type 1 | 8 Each | 225.00 | 1,800.00 |
| Guard Rail Anchors, Type 2 | 1 Each | 300.00 | 300.00 |
| Rail End Pieces, Type B | 2 Each | 60.00 | 120.00 |
| Rail End Pieces, Type C | 8 Each | 100.00 | 800.00 |
| Type 2 Fence | 6,000 Lin.Ft. | 3.00 | 18,000.00 |
| 16' Single Gates | 3 Each | 400.00 | 1,200.00 |
| Extra for Asphalt Approaches | 11 Each | 220.00 | 2,420.00 |
| Paved Culvert End Slopes | 31 Sq.Ft. | 15.00 | 465.00 |
| Loose Riprap, Class 700 | 1,000 Cu.Yd. | 10.00 | 10,000.00 |
| Grouted Riprap | 164 Cu.Yd. | 125.00 | 20,500.00 |
| Filter Blanket | 170 Cu.Yd. | 10.00 | 1,700.00 |
| Delineators | 100 Each | 16.00 | 1,600.00 |
| Removal of Existing Sign Installations | All Required | | 650.00 |
| Wood Sign Posts | All Required | | 2,500.00 |
| Sign Support Footings | All Required | | 1,300.00 |
| Single Post Slip Base Sign Supports | All Required | | 2,000.00 |
| Type "A" and "B" Signs in Place | 153 Sq.Ft. | 19.00 | 2,907.00 |
| Type "C" and "D" Signs in Place | 341 Sq.Ft. | 5.50 | 1,875.50 |
| Type "V" Signs in Place | 53 Sq.Ft. | 9.00 | 477.00 |
| Type "EE" Signs in Place | 25 Sq.Ft. | 8.00 | 200.00 |
| | | | $2,415,020.50 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (SF) | All Required | $ 1,500.00 |
| Temporary Pavement Striping (SF) | All Required | 2,700.00 |
| Remove Pavement Striping (Exist. & Temp.) (SF) | All Required | 2,000.00 |
| On the Job Trainees (3 at $800) (EW) | All Required | 2,400.00 |
| | | $ 8,600.00 |
| | Subtotal | $2,423,620.50 |
| | Engineering | 302,952.50 |
| | Total | $2,726,573.00 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. F-DP-14(5)

Type Code X080
Sandy Creek, Br. #482B (Sta. 873+60 to Sta. 875+15)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | $ 8,000.00 |
| Structure Excavation | 150 Cu.Yd. | $ 12.00 | 1,800.00 |
| Special Wall Backfill | 150 Cu.Yd. | 10.00 | 1,500.00 |
| Furnish Pile Driving Equipment | All Required | | 8,000.00 |
| Furnish HP 12X53 Steel Piling | 1,357 Lin.Ft. | 15.00 | 20,355.00 |
| Drive Steel Piles | 846 Lin.Ft. | 1.00 | 846.00 |
| Structural Concrete, Class 3300 (315 c.y.) | All Required | | 67,000.00 |
| 4' x 50'/55' Prestressed Slabs | 39 Each | 2,650.00 | 103,350.00 |
| Reinforcement (25,500 lbs.) | All Required | | 8,500.00 |
| Reinforced Concrete Bridge End Panels | 225 Sq.Yd. | 34.00 | 7,650.00 |
| Asphalt Membrane | 840 Sq.Yd. | 14.00 | 11,760.00 |
| | Subtotal | | $238,761.00 |
| | Engineering | | 29,845.00 |
| | Total | | $268,606.00 |

Type Code Y060
Utility Work

| | | |
|---|---|---|
| Work by Coos-Curry Elec. Coop. | All Required | $ 21,804.00 |

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Slide Correction | All Required | $ 50,000.00 |
| Work by General Telephone Co. of Northwest | All Required | 8,000.00 |
| Roadside Seeding and Mulching | All Required | 500.00 |
| Revise and Maintain Advance Construction Signs | All Required | 500.00 |

| | | |
|---|---|---|
| Length of Project | Roadway | 1.976 Mile |
| | Structure | 0.029 Mile |
| | Total | 2.005 Miles |
| Cost of Roadway Per Mile | | $1,379,844.63 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. F-DP-14(5)

## SUMMARY OF FUNDS (85.77%)

| Description | | Total Cost | Federal Funds | State Funds |
|---|---|---|---|---|
| Roadway | | $2,726,573.00 | $2,338,581.00 | $ 387,992.00 |
| Structure | | 268,606.00 | 230,383.00 | 38,223.00 |
| Utility | | 21,804.00 | 18,700.00 | 3,104.00 |
| | Total | $3,016,983.00 | $2,587,664.00 | $ 429,319.00 |
| | EGC Funds | $1,994,705.00 | $1,710,858.00 | $ 283,847.00 |
| | Primary Funds | $1,022,278.00 | $ 876,806.00 | $ 145,472.00 |

EGC - Group 1 100%
Primary - Group 2 0%

Contract No. 8756
Prefix No. 6-1057

Note: EGC funds are fixed and should be collected first.

8756

35

ROAD DESIGN SECTION 378-6558

F. D. Morrison
Resident Engineer

January 17, 1980

L. K. Watson
L. K. Watson
Design Engineer Supervisor

Remote Section
[redacted]
County
(Construction Narrative Report
Contract No. 8756)

This letter acknowledges receipt of your narrative report on the subject project.

Even though this section was investigated by the Geology Unit, the slides and rock layer positions were not correctly anticipated. It would seem that in some cases, such as this one, adjustments to the cut slopes will always be necessary during construction. Possibly a substantial item for anticipated slide removal needs to be included in jobs like this.

We appreciate, in particular, the report on temporary erosion control items. These were new items to be included on a job and it was difficult arriving at quantities. The descriptions of usage of these items will assist greatly in future quantity estimates.

LKW/db

cc: C. T. Keasey
A. E. Shirley
Richard Dorn

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ROAD DESIGN SECTION

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8756

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2

1-4-80

# STATEMENT OF OVERRUNS AND UNDERRUNS

REMOTE SECTION
COOS BAY - ROSEBURG HIGHWAY
COOS COUNTY

CONTRACT NO. 8756
PREFIX 6-1057
F.A.P. NO. F-14(5)

| ITEM | ORIGINAL AMOUNT | SEMI-FINAL ESTIMATE | PERCENT + OR - |
|---|---|---|---|
| CONTRACT BID ITEMS | $2,653,781.50 | $3,057,868.37 | +15.23 |
| ADDITIONAL ANTICIPATED ITEMS | $96,600.00 | $49,567.08 | -48.69 |
| ADDED ITEMS | $0.00 | $66,406.34 | |
| CONTINGENCIES | $123,767.17 | $0.00 | |
| ENGINEERING | $220,030.52 | $241,539.69 | +9.78 |
| TOTAL CONTRACT | $3,094,179.19 | $3,415,381.48 | +10.38 |

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ROAD DESIGN SECTION

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# EXPLANATION OF OVERRUNS and UNDERRUNS

Section: REMOTE
County: Coos
Highway: Coos Bay – Roseburg

Contract No: 3756
Prefix: 6-1057
November 1979

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or − |
|---|---|---|---|---|---|
| 1. | Furnishing Field Laboratory | Each | 1 | 1 | - |
| 2. | Mobilization | Lump Sum | All | All | -- |
| 3. | Temporary Protection and Direction of Traffic | Lump Sum | All | All | -- |
| 4. | Temporary Signs<br>Additional Temporary Signs were needed during construction to advise the traveling public where Remote was after traffic was switched to the new grade. The permanent signs were not available and temporary signs were utilized. | Sq. Ft. | 160 | 386 | +141.3 |
| 5. | Temporary Barricades<br>No Temporary Barricades were needed or used on the project. | Each | 10 | 0 | -100 |
| 6. | Temporary Continuous Rail Traffic Barriers, Reflectorized<br>Since the contractor had to get behind the guard rail, to complete the fills, we used temporary rail inplace of Type IA rails, at the westerly end of the project. | Lin. Ft. | 100 | 555 | +455 |
| 7. | Temporary Guard Rail, Type IA Reflectorized<br>Due to the narrow fill section, which had to carry traffic, we did not have adequate room to install Type IA guard rail. Instead, we placed Guide Post along the edge of the East Bound Travel Lane. This resulted in a cost savings for the project. | Lin. Ft. | 5,350 | 1,150 | -78.5 |
| 8. | Flagmen<br>The contractors operations made flagging necessary at the work locations as well as at the waste area. Two flagmen were needed at the old Sandy Creek bridge all the time the contractor and the traveling public used the same structure. Also in order to prevent long delays, the contractor used extra flagmen to keep the traffic moving. | Hour | 3000 | 8351 | +178.4 |
| 9. | Pilot Car<br>We were able to control most of the traffic with flagmen during the paving operations this resulted in less pilot car time. | Hour | 300 | 71 | -76.3 |
| 10. | Straw Bale Sediment Barrier<br>Straw bales were placed around the waste pile as called for by the plans. We did not need as many feet as the plans called for to ring the waste area on the river side of the waste pile. | Lin. Ft. | 1000 | 475.0 | -52.5 |

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 11. | Temporary Sediment Fence<br>No temporary sediment fence was necessary on this project. | Lin. Ft. | 200 | 0 | -100 |
| 12. | Temporary Slope Drain | Lin. Ft. | 200 | 202.0 | +1.0 |
| 13. | Temporary Sediment Basin<br>Since we were able to use the existing cross drain pipes on the old highway, and the cut from Sta. 848 - 860 was not opened up until this spring, we did not need as many Sediment Basins on the project. Also we had the permanent drainage installed from Sta. 879 - 920 before the project was shut down for the winter. | Each | 8 | 4 | -50 |
| 14. | Clearing and Grubbing | Lump Sum | All | All | --- |
| 15. | Removal of Structures and Obstructions | Lump Sum | All | All | --- |
| 16. | Ditch Excavation<br>By changing the gradient in the cross drain pipe at Sta. 890+30, we were able to raise the flow-line of the drain ditch thereby cutting down on the Ditch Excavation. | Cu. Yd. | 3170 | 2115.3 | -33.3 |
| 17. | Embankment Foundation Excavation<br>While excavating the Embankment Foundation, rock as encountered along the stream bank and bed. This allowed us to reduce the amount of Embankment Foundation Excavation in both areas. | Cu. Yd. | 2430 | 1138.9 | -53.1 |
| 18. | General Excavation<br>Due to Slide conditions, we had to remove material above the neat cut slopes. Also the bench material was removed due to unstable materails. The Slide areas were gutted out as much as possible and this material created the overrun. | Cu. Yd. | 283,400 | 419,886.4 | +48.2 |
| 19. | Extra for Selected Rock Embankment<br>After the slides started last winter we anticipated placing more rock inlays between Sta. 835 - 851 Lt. Therefore Price Agreement #6 was negociated. It was set up for more than was used, but we did exceed the original contract quanitity due to slide correction. | Cu. Yd. | 8700 | 18,204.6 | +109.3 |
| 20. | Overhaul<br>This Item was exceeded because of Slide Material outside of the neat lines. | C-Yd Sta. | 57,820 | 72,952.1 | +26.2 |
| 21. | Trench Excavation<br>Since we did not have to install culverts across the existing highway last winter, we were able to raise the culvert grades and eliminate some of the Trench Excavation. | Cu. Yd. | 1900 | 1452.8 | -23.5 |
| 22. | Finishing Roadbed and Slopes | Lump Sum | All | All | --- |
| 23. | Watering<br>Due to weather conditions while the fill was being placed, we were able to reduce the amount of water needed for compaction. | M-Gal | 1900 | 1652.88 | -13.0 |

| Item No | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 24. | 1"-0 Aggregate Base | Ton | 25,720 | 24,633.02 | -4.2 |
| 25. | Cement Treated Base Mixture | Ton | 27,040 | 27,833.46 | +2.9 |
| 26. | Portland Cement in C T B Mixture | Ton | 1,490 | 1,579.39 | +6.0 |
| 27. | Asphalt in Seal<br>The contractor placed the CTB material full depth each day. This resulted in one Seal Coat instead of two Seal Coats. Therefore we underran the bid quantity. | Ton | 150 | 60.17 | -59.9 |
| 28. | Class "B" Asphalt concrete Mixture | Ton | 15,680 | 15,868.92 | +1.2 |
| 29. | Asphalt Cement in Mixture<br>Originally the contract was set up for 6.5% asphalt content in the Mixture. Our mix design called for 5.6% in base and 4.9% in top lift. | Ton | 1020 | 853.78 | -16.3 |
| 30. | Asphalt in Tack Coat<br>We paved the old highway from Sta. 879 - 895 and had this extra roadway to tack. We also tacked inbetween the base lift and the top lift any areas where we had traffic running on the base lift. | Ton | 5 | 12.48 | +149.6 |
| 31. | Concrete Ditch Lining<br>The area where the Lined Ditch was supposed to be installed turned out to be rock. We eliminated the concrete lining and cut the ditch out of rock. | Sq. Yd. | 390 | 0 | -100 |
| 32. | 8-inch Culvert Pipe<br>Several runs of 8" culvert pipe was used for temporary drainage under road approaches during the winter. This pipe was later buried. It was cheaper to leave it in place than to salvage it. | Lin. Ft. | 220 | 556 | +152.7 |
| 33. | 18-inch Culvert Pipe | Lin. Ft. | 660 | 628 | -4.9 |
| 34. | 24-inch Culvert Pipe | Lin. Ft. | 930 | 983. | +5.7 |
| 35. | 36-inch Culvert Pipe | Lin. Ft. | 480 | 500 | +4.2 |
| 36. | Concrete Inlets Type M-E<br>We changed to G -2MA inlets under Price Agreement #5 | Each | 12 | 0 | -100 |
| 37. | Concrete Inlets Type M-E Special<br>We changed the M- E Special inlet design and they were also covered by P.A. #5. | Each | 1 | 0 | -100 |
| 38. | 8-inch Drain Pipe<br>Since we encountered rock in the ditch area, we eliminated perf. pipe wherever it was dry. When we encounted wet spots the perf. was installed. This created the under-run on this item. | Lin. Ft. | 4950 | 3423 | -30.9 |
| 39. | Fiber Filter<br>Same reason as item #38 | Sq. Yd. | 5,700 | 3,603.34 | -36.8 |

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 40. | Gravel in Drains<br>Same as item #38 | Cu. Yd. | 680 | 438.57 | -35.5 |
| 41. | Guard Rail, Type 2A | Lin. Ft. | 5125 | 5125 | -- |
| 42. | Guard Rail, Type 3 | Lin. Ft. | 150 | 150 | -- |
| 43. | Guard Rail Anchors, Type 1 | Each | 8 | 8 | -- |
| 44. | Guard Rail Anchors, Type 2 | Each | 1 | 1 | -- |
| 45. | Rail End Pieces, Type B | Each | 2 | 2 | -- |
| 46. | Rail End Pieces, Type C | Each | 8 | 8 | -- |
| 47. | Type 2 Fence<br>The fence was eliminated across Georgia Pacific property at the easterly end of the project. The fence was not called for on the R/W obligation. | Lin. Ft. | 6000 | 4033 | -32.8 |
| 48. | 16' Single Gate<br>Was eliminated for Georgia Pacific road approach. | Each | 3 | 2 | -33.3 |
| 49. | Extra for Asphalt Approaches | Each | 11 | 11 | -- |
| 50. | Paved Culvert End Slopes<br>This culvert pipe was installed last fall and we determined that the paved end slope was not required. | Sq. Ft. | 31 | 0 | -100 |
| 51. | Loose Riprap, Class 700 | Cu. Yd. | 1000 | 945.4 | -5.5 |
| 52. | Grouted Riprap<br>The Grouted Riprap was not used at Sta. 834+50. We diverted the water to the culvert pipe at Sta. 835+54. We placed Grouted Riprap on the slope leading into the culvert pipe at Sta. 912+71. This cutbank showed considerable washing over the winter. | Cu. Yd. | 164 | 5.49 | -96.7 |
| 53. | Filter Blanket | Cu. Yd. | 170 | 179.93 | +5.8 |
| 54. | Delineators<br>We used 72 delineators instead of Type 1A Guard Rail due to lack of room on the fill section up the canyon Sta. 826 - 872. Most of these posts were damaged during stage construction and traffic. | Each | 100 | 180 | +80 |
| 55. | Bridge Removal Work | Lump Sum | All | All | --- |
| 56. | Structure Excavation<br>The fill on Bent #4 was not up to grade. Therefore there was less Struct. Exc. on Bent #4 than originally called for. | Cu. Yd. | 150 | 97.49 | -35 |
| 57. | Special Wall Backfill | Cu. Yd. | 150 | 157.16 | +4.8 |

| Item No. | Item | Unit | Contract Quantity | Final Quantity | Percent + or - |
|---|---|---|---|---|---|
| 58. | Furnish Pile Driving Equipment | Lump Sum | All | All | --- |
| 59. | Furnish HP 12X53 Steel Piling | Lin. Ft. | 1357 | 1253 | -7.7 |
| 60. | Drive Steel Piles | Lin. Ft. | 846 | 800 | -5.4 |
| 61. | Structural Concrete, Class 3300 | Lump Sum | All | All | --- |
| 62. | 4' X 50' X 55' Prestressed Slabs | Each | 39 | 39 | --- |
| 63. | Reinforcement | Lump Sum | All | All | --- |
| 64. | Reinforced Concrete Bridge End Panels | Sq. Yd. | 225 | 222.22 | -1.2 |
| 65. | Asphalt Membrane | Sq. Yd. | 840 | 863.76 | +2.8 |
| 66. | Removal of Existing Sign Installations | Lump Sum | All | All | --- |
| 67. | Wood Sign Posts | Lump Sum | All | All | --- |
| 68. | Sign Support Footings | Lump Sum | All | All | --- |
| 69. | Single Post Slip Base Sign Supports | Lump Sum | All | All | --- |
| 70. | Type "A" and "B" Signs in Place<br>Plans doubled signs #18 & 19. | Sq. Ft. | 153 | 131 | -14.4 |
| 71. | Type "C" and "D" Signs in Place | Sq. Ft. | 341 | 337.2 | -1.1 |
| 72. | Type "U" Signs in Place<br>All required signs installed. | Sq. Ft. | 53 | 47.6 | -10.2 |
| 73. | Type "EE" Signs in Place | Sq. Ft. | 25 | 25 | --- |

8756

DATE: January 4, 1980

CON 5
#8756

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Remote Section, Coos Bay-Roseburg Highway
Contract No. 8756

This federal-aid grading, paving and structures project is nearing completion with only minor contract work remaining. It is now apparent that the project cost will exceed that authorized by approximately $355,000 or 11.5 percent.

The amount of rock encountered in the slopes differed considerably from that anticipated. Most of the planned slopes had to be modified to suit field conditions which increased the general excavation item by nearly $403,000.

Flagging costs were nearly $94,000 more than estimated as the work required stage construction with heavy grading above the traffic lanes. This created the need for more flagging than normally required for a project of this size.

It is recommended that the authorization for this project be increased by $355,000 to a new total of $3,449,179.19. This matter will be on the consent calendar for your January 15 meeting.

WR:mk jh
bc: F. B. Klaboe
Bob Gormsen
C. T. Keasey
Alfred Shirley, Jr.
Vern Skoog
George Bell

8756

FINAL WEEKLY REPORT

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Remote

WEEK ENDING: December 22, 1979

SECTION PREFIX: 6-1057

HIGHWAY: Coos Bay - Roseburg

COUNTY: Coos

NAME OF JOB: Remote

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Fred H. Slate Co.

CONTRACT NUMBER: 8756

FEDERAL AID PROJECT NUMBER: F-14(5)

DATE OF CONTRACT: June 26, 1978

DATE WORK STARTED: July 10, 1978

ESTIMATED COMPLETION DATE: Completed 10-16-79

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 450

CALENDAR DAYS USED 450

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $3,094,179.12

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $3,052,572.13

ENGINEERING AUTHORIZATION $220,030.52

This Week 1,025.36

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $3,173,841.79

ENGINEERING COST TO DATE $241,539.69

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN . . . . . . 10.38%

PERCENT OF AUTHORIZATION . . . . . . 109.8%

DATE PROJECT WAS COMPLETED: October 16, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 2.0 | | | | |
| MILES PARTIALLY COMPLETED | 0 | | | | |
| MILES COMPLETED | 2.0 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 300,934 | 52,760 | | | 15,600 |
| TOTAL QUANTITIES CORRECTED TO DATE | 443,937 | 52,466 | | | 15,869 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 443,937 | 52,466 | | | 15,869 |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 0 | 0 | | | 0 |
| HOURS PER SHIFT | 0 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 16 | Fair | 0 | | |
| MONDAY 17 | Showers | 0 | | |
| TUESDAY 18 | Showers | 0 | | |
| WEDNESDAY 19 | Showers | 0 | | |
| THURSDAY 20 | Showers | 0 | | |
| FRIDAY 21 | Showers | 0 | | |
| SATURDAY 22 | | 0 | | |

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DEC 24 1979
CONSTRUCTION
BRANCH

Hussey, Jackmond, Hopkins, Williams, Johnson, Glenn, Richards, Berg, Inlose, Widmer, Gebauer, Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 16 | |
| MONDAY 17 | No activity on the Project, Project is completed. |
| TUESDAY 18 | |
| WEDNESDAY 19 | |
| THURSDAY 20 | |
| FRIDAY 21 | |
| SATURDAY 22 | |

## REMARKS

The Semi-Final Estimate was submitted to Region Office on December 21, 1979, and a Request for Expected Overrun is being submitted through the Region Engineer December 21, 1979. This is the Final Weekly Report.

Crew No. 080-11 has driven 3,363 Miles total, to date, this Month.

SIGNED H. D. Morrison LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8756

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Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

1 16

# Expected Overrun of Project Authorization

Project Remote Date 12-20-79

Highway Coos Bay - Roseburg Contract No. 8756

County Coos Kind of Work Grading, Paving & Str. Contractor Fred H. Slate Co.

| | Authorized | Estimated |
|---|---|---|
| Contract Amount | $2,653,781.50 | $3,076,000.00 |
| Anticipated Items | 96,600.00 | 43,000.00 |
| Contingency (4½%) | 123,767.17 | 55,179.19 |
| Engineering | 220,030.52 | 275,000.00 |
| Credits | - | - |
| PROJECT COST | $3,094,179.19 | $3,449,179.19 |

NET INCREASE $355,000.00 OR 11.47 %

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items) | Expected Amount | Net Change |
|---|---|---|
| (c) Flagmen | 146,142.50 | + 93,642.00 |
| (C) General Excavation | 1,238,664.88 | +402,634.00 |
| (c) Extra for Extra Selected Rock Emb. | 45,529.25 | + 23,779.00 |
| (U) Additional Clearing & Grubbing (PA) | - | + 28,625.00 |
| (c) Engineering | 241,600.00 | + 21,570.00 |
| (c) Tem. Guard Rail, Type 1A | 6,325.00 | - 23,100.00 |
| (c) Pilot Car | 1,562.00 | - 5,038.00 |
| (c) Emb. Fnd. Exc. | 4,556.00 | - 5,165.00 |
| (c) Trench Exc. | 17,433.12 | - 5,367.00 |
| (c) 1"-0 Agg. Base | 160,115.00 | - 7,065.00 |
| (c) Asph. in Seal | 9,026.00 | - 13,475.00 |
| (c) Asph. Cement in Mixture | 93,916.00 | - 18,284.00 |
| (c) Concrete Ditch Lining | 0.00 | - 9,750.00 |
| (c) Grouted Rip Rap | 688.00 | - 19,813.00 |

Principal reasons for overruns (Continue on reverse side): Flagging had to be overrun to protect the traveling public. Gen. Exc. overran due to slide conditions. Selected Rock Emb. was placed to hold unstable slide materials. The additional clearing was necessary due to slides. Engineering ~~was required~~ to figure slide corrections and do the inspection work required.

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

1-16-80 Copy to Constr.

Submitted by H. D. Morrison
Resident Engineer

Confirmed by
Regional Engineer

Noted by O. B. Jackman
For Construction or Bridge Engineer

Noted by
~~Deputy~~ or State Highway Engineer

**STATE OF OREGON**

**INTEROFFICE MEMO**
FILE: CON 5 #8756

Highway Construction
DEPT.

378-6318
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: January 2, 1980

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased
Project Authorization
Remote Section
Coos Bay-Roseburg Highway
Contract No. 8756

This grading, paving and structure project is nearly complete. It is anticipated the project cost will overrun the amount authorized by approximately $355,000 or 11.5 percent.

The major cause of the overrun was an increase of nearly $403,000 in general excavation. The amount of rock encountered on the project was not as anticipated and approximately 80 percent of the slopes work planned had to be modified to suit field conditions.

Flagging costs were nearly $94,000 more than estimated. The work required stage construction with heavy grading above the traffic lanes creating the need for more flagging than normally required for this size of project.

Engineering will overrun by an estimated $55,000. Several minor slide corrections as well as changes in the general excavation were major contributors to the increased engineering cost.

A rough draft letter to the Transportation Commission is attached as is a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

Noted
H. S. COULTER

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
Frank Morrison
Robert Church

1-1/H 2

Form 81-734-1180 (Rev. 5-73)

## OREGON STATE HIGHWAY DIVISION
## ADJUSTMENT
## ~~Price Agreement~~

### APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Date November 15, 1979

Project Name Remote

Contract No. 8755

Highway Coos Bay - Roseburg

Prefix 6-1057

County Coos

F. A. Project No. F-14(5)

Contractor Fred S. Slate

Price Agreement No. 12

Address P. O. Box 19233, Portland, Oregon 97219

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Reduction in payment to the contractor for non-specification materials.

Locations by station numbers: Throughout the project.

Names of pay items, estimated quantities and agreed prices:

| | |
|---|---|
| Aggregates in out-of-spec. Class "B" Asph. Conc. Mixture. (B.I. # 28)<br>229.8 Tons at $15.00 per ton | $ 3,447.00 |
| Asphalt in out-of-spec. Class "B" Asph. Conc. Mixture. (B.I. # 29)<br>1.2 Tons at $110.00 per ton | $ 132.00 |
| Total Adjustment (CREDIT) | $ 3,579.00 |

Specifications, basis of measurement and other provisions: Standard Specifications for Highway Construction, 1974 and Special Provisions were used. Reduction to be Lump Sum as per Article 105.03 of the Standard Specifications.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

| | |
|---|---|
| Project authorization | $ 3,094,179.19 |
| Present estimate of project cost, including $ 3,579.00 for work under this order | $ 3,215,256.22 |
| Expected ~~under-run~~ over-run (amount) | $ 121,256.22 |
| Expected ~~under-run~~ over-run (per cent) | 3.9 |

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer

Signed ............ Contractor

Approval Recommended: ............ Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

1-14-80

Approval Recommended: ............ Construction Engineer or Bridge Engineer

1/10/80 - Approval Recommended

83*79603-734

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 5

RECEIVED
STATE HWY ENGR
DEC 4 - '79
REFER TO
FOR

| Info | Inves | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

DATE: October 31, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-14(5)

NOTED
H. S. COULTER

Contract 8756, Work Completed October 16, 1979

Project Remote

Highway Coos Bay-Roseburg

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 23, 1979

G. K. Homer
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
DEC 3 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnson
[illegible]

Richards
Borg
Inlow
Widmer
Gebauer
Church

8756

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Remote

WEEK ENDING: October 27, 1979

SECTION PREFIX: 6-1057

HIGHWAY: Coos Bay - Roseburg

COUNTY: Coos

NAME OF JOB: Remote

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Fred H. Slate Co.

CONTRACT NUMBER: 8756

FEDERAL AID PROJECT NUMBER: F-14(5)

DATE OF CONTRACT: June 26, 1978

DATE WORK STARTED: July 10, 1978

ESTIMATED COMPLETION DATE: October 16, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 450

CALENDAR DAYS USED: 450

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $3,094,179.12

EXCLUSIVE OF ENGINEERING: $3,052,572.13

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,213,099.73

ESTIMATED PERCENT: OVERRUN UNDERRUN 3.8 %

ENGINEERING AUTHORIZATION: $220,030.52

This Week 3,720.63

ENGINEERING COST TO DATE: $221,110.89

PERCENT OF AUTHORIZATION: 100.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 100

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 2.0 | | | | |
| MILES PARTIALLY COMPLETED | 2.0 | | | | |
| MILES COMPLETED | 2.0 | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 300,934 | 52,760 | | | 15,600 |
| TOTAL QUANTITIES CORRECTED TO DATE | 387,454 | 49,578 | | | 15,868 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 387,454 | 49,578 | | | 15,868 |
| AVERAGE DAILY QUANTITIES | 0 | 0 | | | 0 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | 0 | 0 | | | 0 |
| NUMBER OF SHIFTS PER DAY | 1 | 0 | | | 0 |
| HOURS PER SHIFT | 8 | 0 | | | 0 |

EQUIPMENT USED DURING THE WEEK: Hand Tools

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 482B | | | | | | |
| PERCENT | 100 | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 21 | Cloudy | 0 | | |
| MONDAY | 22 | Cloudy | 0 | | |
| TUESDAY | 23 | Clear | 0 | | |
| WEDNESDAY | 24 | Cloudy | 0 | | |
| THURSDAY | 25 | Rain | 0 | | |
| FRIDAY | 26 | Cloudy | 0 | | |
| SATURDAY | 27 | | 0 | | |

Kessey K
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
OCT 29 1979
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 21 | |
| MONDAY 22 | Hamilton Construction has 2 men installing Bridge Connections for Guard Rail on the East End of Sandy Creek Bridge.<br>State Crew is re running center line so it can be referenced. |
| TUESDAY 23 | Hamilton Construction has 2 men completing the installation of Connections for the Guard Rail on the Sandy Creek Bridge.<br>State Crew re running Center Line.<br>F.H.W.A. Tom Lowe with Region Construction Engineer Jim Gix inspected the Project today and accepted it. |
| WEDNESDAY 24 | Job Completed.<br>State Crew re-running Center Line. |
| THURSDAY 25 | State Crew re-running Center Line. |
| FRIDAY 26 | State Crew re-running Center Line. |
| SATURDAY 27 | |

## REMARKS

Prime Contractor Slate has the job Completed and is moving out his Heavy Equipment this Week. Hamilton Construction is completing the installation of Guard Rail Connections to the End of the Sandy Creek Bridge on Monday and Tuesday of this Week.

F.H.W.A. Tom Lowe and Region Construction Engineer Jim Gix made the Final Inspection on the Project on Tuesday, October 23.

On Tues. and Wed. Vince Tabor, FHWA and Dave Glenn, OSHD went through the inspection reports for subgrade, base agg., CTB, Base lift A.C. & Top lift A. C.

Field crew setting R/W posts & paddles and running line for monumentation on the project.

Crew No. 080-11 has driven 4,921 miles this month.

SIGNED H. D. Morrison LOCATION Coquille, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8756

STATE COPY

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

10-23-79

RECEIVED
STATE HWY ENGR
DEC 3 - 79
REFER TO
12/3 cy Keasey
FOR

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>7 | COUNTY<br>Coos | DIVISION<br>Oregon |
| IN COMPANY WITH<br>Jim Gix, Frank Morrison, and Dave Glenn, OSHD; V. Tabor, FHWA | | | |
| DATE OF INSPECTION<br>10-23-79 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>F-14(5) |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>100 % | WORK COMPLETED<br>100 % |

### REMOTE (SECTION)
### COOS BAY-ROSEBURG HIGHWAY
### Grading, Paving, and Structures

#### Project Description

This project provided for the major reconstruction of a 3.3 mile section of the subject highways on both sides of Remote.

#### Scope of Inspection

The completed work was reviewed in the field and the project records were reviewed in the office.

#### Findings

The A.C. production was done in two parts--the first in July, and then again in September and October. Most of the paving was done during September and October. Lots of problems were encountered with the specifications early in production as reflected in the project records. There was considerable action by the State and the contractor at that time to rectify the problems. The results of one check test substantiated the corresponding field test. Other check tests were not back yet. After having considerable trouble meeting gradation requirements, the mix design was modified on September 27. Project records document contact with the Salem laboratory concerning this modification. After this change, there was substantial compliance with the specifications.

It was estimated that about 22 percent of the asphaltic concrete produced on the contract was out of specification (3,524 tons of 15,870 tons did not fully comply with the project specifications). The price reduction covering this material has been calculated as follows:

| | | |
|---|---|---|
| Gradation | | $3,015. |
| Asphalt Content | | 132. |
| | Total | $3,147. |

I concur with the State's decision that the material, although it was out of specifications, is suitable for the use intended.

Asphaltic concrete compaction was controlled by the test strip method. It was noted that the initial test point data started at about 130 pounds per cubic foot ~~and went up to 138 pounds per cubic foot~~ and went up to 138 pounds per cubic foot after 8 passes of the roller. However, the target density (average of 7 tests) was only 127.43 pounds per cubic foot. Also there was a note indicating that the mix used in the test strip was perhaps too hot. The target density of this test strip appears inconsistent. The target density it appears should have been higher. The resident engineer agreed that it would have been better to have run another test strip.

Six of the eight record cores indicated passing asphaltic concrete densities. Also it is noted that the production tests taken by nuclear gauge indicate a very high density. This is probably due to the low target densities as mentioned above. In any event there is no damage done by this apparent erroneous target density. The inspector who performed the asphaltic content densities was not available and it is possible that another target density or test strip had been run and it was not available at the time of this inspection.

Of the 20 compaction tests recorded for the cement treated base 18 passed and 2 failed by only a small amount. The resident engineer computed a price reduction of $167. for the failing CTB compaction. Mr. Glenn advised that it is policy that if the penalty is over $100,, they go ahead and assess it via price agreement. The resident engineer pointed out it will probably cost more than $167. to process the price agreement. It seemed to me that instead of a fixed dollar amount being set as a minimum penalty it should be set as a percentage of the tests or materials produced. I agree with the resident engineer's recommendation to waive the penalty for this job due to the small percentage of failing tests.

The CTB gradation, cement content, and strength results were also reviewed and all found to be satisfactory.

The excavation overran approximately 30 percent. Plans showed approximately 280,000 cubic yards and the resident engineer estimates the final quantities were closer to 360,000 cubic yards. This overrun is due to slides encountered in construction as has been mentioned in previous reports. The earth work on this project is exceptionally good. The area had received some rather heavy rains just prior to our inspection and it was surprising to see that the slopes were all holding exceptionally well. Normally in this area we expect a high number of small popouts and raveling during the first winter.

It was interesting to note that the contractor choose to process the base rock through a pug mill in lieu of the road processing which is more common. The contractor had a very low price on water but by adding it at the pug mill water was being included in the weight of base rock. The resident engineer tested the water content at the point of weighing and deducted the water from the base rock scale weight and then paid for this water at the contract unit price with a ticket.

Mr. Glenn and Mr. Tabor did a detailed review on the embankment compaction control and advised in general that the compaction control was very good. The project did have a rather high percentage of rock and therefore density tests were not appropriate in many areas of the embankment. The resident engineer pointed out there were numerous types of soils encountered on the project that the contractor was hauling from several locations often at one time into one embankment. Therefore, establishing the proper proctor curve was difficult. He had numerous samples in glass jars to help and on occasion used a three-point proctor with a speeding moisture meter in lieu of an established curve.

The project records are in good order and the project looks very good. The pavement rides quite smoothly.

I recommend acceptance of the project.

8756

U. S. DEPARTMENT OF TRANSPORTATI - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

10-9-79

F RAL AID PROJECT NO. F-14(5)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80270

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-16 orig

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR
Info | Invs | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-9-78

FEDERAL ROUTE NUMBER Primary 14

STATE ROUTE NUMBER Primary 35

GENERAL LOCATION:

Remote Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Utility Adjustment
Coos-Curry Electric Cooperative, Inc.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 4, 1979, I approve the revised TEC for the adjustment of Coos-Curry Electric Cooperative, Inc., to $30,790.48 - Federal Funds limited to $26,406. Reimbursement is on an actual cost basis.

DATE 10-9-78

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-781-01

8756

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

10-5

FEDERAL AID PROJECT NO.: F-14(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80029

COUNTY NAME: Coos

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-5-79

FEDERAL ROUTE NUMBER: Primary 14

STATE ROUTE NUMBER: Primary 35

GENERAL LOCATION:
Remote Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 25, 1979, you are authorized to proceed with the actual acquisition of file #50665 required for slide correction at a TEC of $2,800 with Federal participation limited to $2,401. Federal participation is limited to that right of way actually incorporated into the final location.

DATE: 10-5-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 9-79) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-015

8756

35

Road Design Section 378-6558

Frank D. Morrison
Resident Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

September 27, 1979

Sign Shop Drawings
Remote Section
[redacted]
Coos County
Contract No. 8756

Enclosed find three sets of approved shop drawings for the Type "A" and "B" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wakerbarth's office for shop inspection of the signs and one set sent to Coral Corporation for informational purposes.

Per your telephone request this date, one set of approved shop drawings is being directly sent to Pacemaker Industries.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 28 1979
ROAD DESIGN SECTION

file
Do Not File ☐
Return To
Bring Up __/__/__
Action

WGB:ab
Attachments
cc: C. T. Keasey
Alfred Shirley
W. G. Beard

REFERRED TO
Beard WGB
Staudenmeyer
Cole
Sample
Eriksen
Watson
Hager
Dorn
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8756 35

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 27, 1979

Pacemaker Industries
P. O. Box 11527
Spokane, WA 99221

Attention: Rodney A. Ramer

Dear Mr. Ramer:

Re: Sign Shop Drawings
[redacted] Section
Coos County
Contract No. 8756

Persuant to a request by Coral Corporation to F. D. Morrison, Resident Engineer; Fred H. Slate Co., prime contractor; and, this office, we are herewith submitting to you one set of approved shop drawings for the Type "A" and "B" signs on the above named project. They are for your use in sign fabrication. Note the change in length of Sign 21 from your submitted 11'-0" to 11'-6" to conform with the length shown on the contract plans.

This procedure of shop drawing return is not normal and is being done only to expedite fabrication of signs for which we received the shop drawings on September 25, 1979.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:ab
Attachments
cc: C. T. Keasey
Alfred Shirley
F. D. Morrison
W. G. Beard

___Versteeg
___Anderson
1 Christensen
___Olson
___Sullivan
___Terpin
___Trout
___Wakerlig

RECEIVED
OCT 0 1 1979
ROAD DESIGN
SECTION

file
Do Not File
Return To
Bring Up
Action

8756

35

ROAD DESIGN SECTION 378-6358

J. B. Boyd
Manager, Right of Way

Sept. 11, 1979

J. H. Versteeg
Road Design Engineer

File 50665
Remote Section
Coos Bay-Roseburg Highway
Coos County

Attached is a description, an authorization, and prints for additional area required for slide correction encountered during construction of subject project.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

8756

FORM 81-734-3:30

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
August 29, 1979

FILE: ROW 12

James

**FROM:** JAMES J. GIX
Region Construction Engineer

**TO:** C. T. Keasey
Assistant State Highway Engineer

**SUBJECT:** File No. 34379
Remote Section
Coos Bay-Roseburg Hwy.
Coos County

Attached you will find copy of sketch map showing additional land needed to adjust slopes to meet field conditions. As you can see, the Resident Engineer has found the described section to be adequate. We currently are operating under a Permit of Entry.

I recommend we proceed to purchase this additional property to complete this file. If you approve, please forward through description unit and the R/W unit for acquisition.

jjg/cw
Attach.

cc J. H. Versteeg
F. D. Morrison
J. B. Boyd

RECEIVED
AUG 30 1979
CONSTRUCTION BRANCH
1 Keasey K
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlces
Widmer
Gebauer
Church

APPROVED
Asst. State Hwy. Engr.
(Constr. & Mat'ls.)

8/30/79

Ed Hunter —
Please have Boyd
proceed with acquisition.
Carroll

RECEIVED
TECHNICAL SERVICES
SEP 4 '79
REFER TO
FOR

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

F. D. Morrison

FROM: F. D. Morrison, Res. Engr.

SUBJECT: File No. 34379
Remote Section
Coos Bay - Roseburg Hwy.
Coos County

TO: Neil Flanagan, R/W Supervisor

Attention: Ron Kamody

Attached please find a sketch map showing the additional land needed to correct a slide area on the subject file.

The actual slide correction work was performed last fall and the correction held up very well through the rest of the winter.

The area shown in red is required for right of way, and coordinates are included to provide descriptive information.

Please take the appropriate action to purchase this added right of way needs.

cc: Region Office

8/27/79 - Jim Cox
I believe you have to start this, Request for a revision, etc.
N

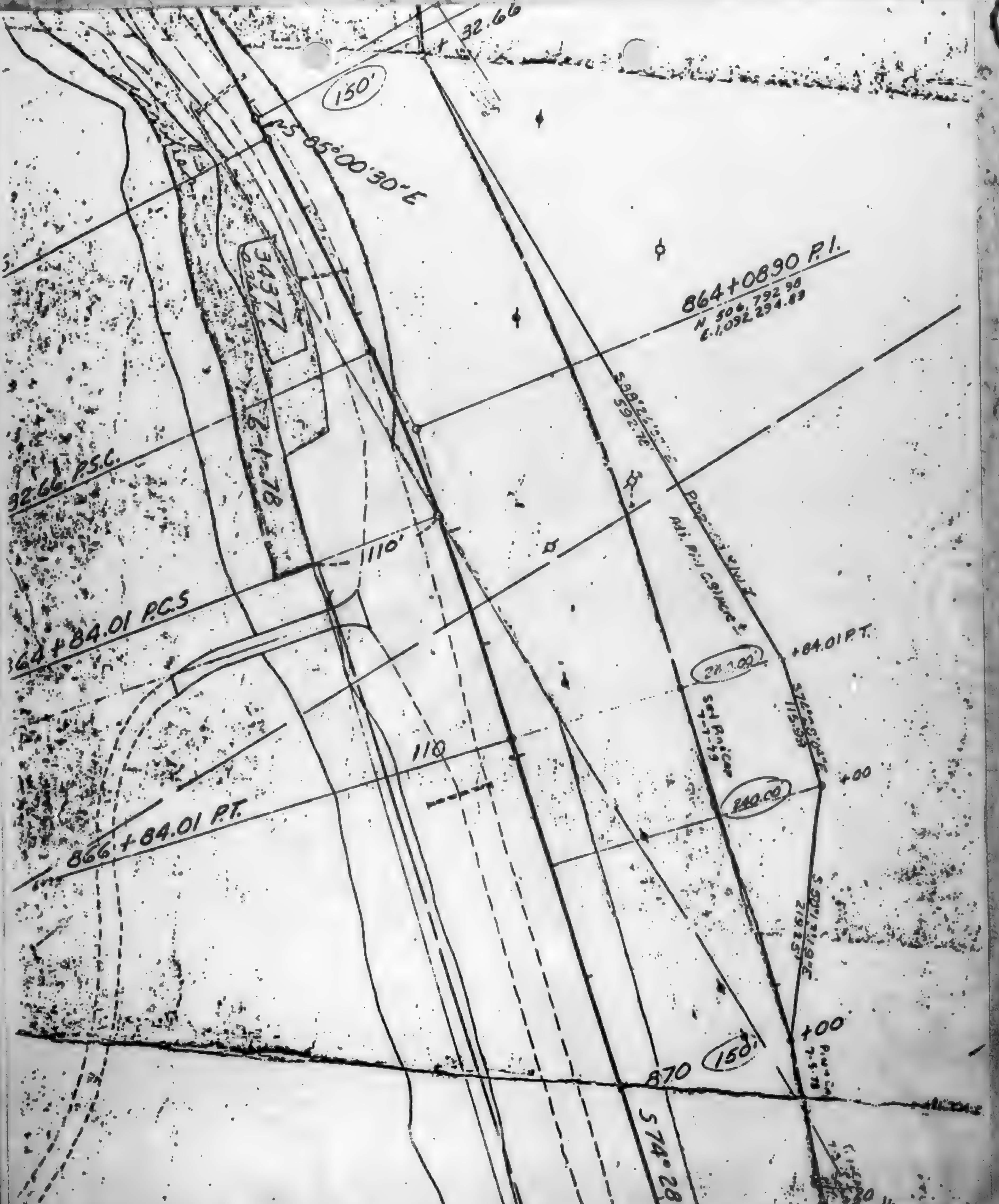
cc: J.B. Boyd

ROSEBURG REGION
RECEIVED
AUG 29 1979

| | | | | |
|---|---|---|---|---|
| RE | RME | RCE | ROE | TE |
| RUE | DES | RSR | RPR | RLE |
| ENV | FAE | RBI | SEC | |

RECEIVED
AUG 24 1979
ROSEBURG R/W

NOTED
NEIL FLANAGAN



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S 74°28'
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8-1-6

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 5, 1979

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 6 -'79
REFER TO
FOR
Info Inves R/D O/R Sign Act File

Ken Berg Sr.

FROM: M. D. Glenn
Quality Control Engineer

TO: E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
Dale Allen
W. E. Schwartz

Copy
Pro 6

SUBJECT: FHWA Reviews of Project Records and Documentation and Quality of Highway Construction Survey

The following projects have been selected for reviews of Project Records and Documentation and/or Quality of Highway Construction:

| Cont. No. | FAP No. | Section | Resident Engineer | PR&D | QHC |
|---|---|---|---|---|---|
| | | **Region I** | | | |
| 8798 | FF-TQF-1(4) | Warren-Scappoose | Barnhart | X | X |
| 8860 | IX-24(8) | Ross Isl. Br.-S.E. 50th Ave. | Fillmore | X | X |
| 8519 | I-205-7(40)311 | S. Banfield Interchange | Shotwell | X | - |
| | | **Region II** | | | |
| 8788 | HHS-75(2) | Monitor Road Junction | Weber | X | X |
| 8863 | F-2-6(3) | Del Rey Beach Access Rd.-Neawanna Cr. | Anderson | X | X |
| 8882 | HHS-26(14) | Pine St.-Academy St. | Wolfe | X | - |
| | | **Region III** | | | |
| 8654 | I-F-5-3(111)137 | N. Oakland Int.-Sutherlin Int. | Shull | X | X |
| 8756 | F-14(5) | Remote | Morrison | X | X |
| | | **Region IV** | | | |
| 8804 | F-24(14) | Long Prairie Rd.-Willow Flat Rd. | Meritt | X | X |
| 8934 | FR-21-3(4) | Crooked River Hwy.-Frederick Butte Rd. | Robertson | X | X |
| | | **Region V** | | | |
| 8886 | F-30(2) | Pendleton-McKay Reservoir | Ferguson | X | X |
| 8922 | FR-76(2) | Columbia River Hwy.-Hermiston | Ferguson | X | X |

The tentative schedule is to review projects in Regions 1 and 2 between July 9 to 19 with projects in Regions 4 and 5 being reviewed the latter part of August and September. The quality of construction survey is to be performed whenever feasible - whenever the actual paving or bridge deck placement is being performed. Therefore, reviews will have to be scheduled to accommodate this requirement. The Resident Engineers will be contacted and requested to keep me informed as to when paving will be underway.

The first two projects scheduled to be reviewed are:

| | |
|---|---|
| July 5-6 | Pendleton-McKay Reservoir |
| July 10 or 11 | Ross Isl. Br.-S.E. 50th |

Please notify your Resident Engineers of the upcoming reviews. I will be contacting them and your Region Construction Engineers in order to firm up review dates.

MDG:fr

cc: H. S. Coulter
Glen L. Green
Vincent J. Tabor
William H. Kappus

U. . DEPAR MENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

#8756 **LETTER OF APPROVAL D/OR AUTHORIZATION** 6- -77

| | |
|---|---|
| FEDERAL AID PROJECT NO. | F-DP-14(5) |
| ST E PROJECT NO. | See below |
| PROGRAM NO. | |
| ITEM NO. | 80270 |
| COUNTY NAME | Coos |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

6-12
orig
md

RECEIVED
STATE HWY ENGR
JUN 12'79
REFER TO
[illegible]
FOR
Info | Imm | R/D | D/R | Sign | Act | File

| | |
|---|---|
| DATE PS&E APPROVED | 5-31-78 |
| DATE AUTHORIZATION EFFECTIVE | 5-11-79 |
| FEDERAL ROUTE NUMBER | Primary 14 |
| STATE ROUTE NUMBER | Primary 15 |

GENERAL LOCATION:
Remote Section

GENERAL DESCRIPTION OF WORK:
Revise and Maintain Advance Construction Signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of May 11, 1979, as requested in Mr. Keasey's letter of May 23, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $500 - Federal Funds $428.

| | |
|---|---|
| DATE | 6-5-79 |
| SIGNATURE OF APPROVING OFFICIAL | G.K. Hossner |
| TITLE | for Division Administrator |

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-013

8756

35

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
February 28, 1979

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Assistant State Highway Engineer

Alternate Sign Background Material
Remote Section
Coos Bay-Roseburg Highway
Coos County
Contract No. 8756

We were recently informed that the chemical components necessary to the Hinac option finish for permanent type sign backgrounds are no longer being produced. The sign fabricating subcontractors that do business in Oregon have been contacted with the finding that their stockpiled reserve of Hinac finished panels is nil.

We have a number of projects under contract which contain permanent signing and therefore will be forced to accept an alternate background. Currently the Traffic Engineer is recommending that opaque film be used.

We feel that due to the fact this recommendation may not be the final decision, each contract be considered and alternate specified as the need arises.

Attached find copies of the request from Pacemaker Industries and the recommendation of the Traffic Engineer. We ask that you respond to Pacemakers' request for acceptable alternate sign backboard.

WGB:ab
Attachments
cc: Alfred Shirley, Jr.
W. G. Beard
L. E. George

8726 7-

9

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-DP-14(5)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80270

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | | |
|---|---|---|---|
| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | Primary 14 |
| 5-31-78 | 7-24-78 | STATE ROUTE NUMBER | Primary 15 |

GENERAL LOCATION:

Remote Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
General Telephone Co. of N.W. Inc.
TEC NTE $8,224 - F.F. $7,053.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 7-18-78 letter, you are authorized to proceed with the actual adjustment to relocate telephone facilities for the General Telephone Co. of N.W. Inc. Reimbursement on an actual cost basis is approved. I approve the agreement with the utility consisting of your verbal notice of conflict, the Utility's letter of 5-16-78 and the plans and estimate furnished by Mr. Swan's 7-18-78 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Program Manual.

8-1

NOTED
F. B. KLABOE

| | | |
|---|---|---|
| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
| 7-24-78 | G. K. Hossner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8756

8

ROW 18-4

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTE

July 18, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97310

Telephone Facilities Relocation
General Tel. Co. of N.W., Inc.
Remote Section
Coos Bay-Roseburg Highway
Coos County
Project No. F-14(5)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust General Telephone Company's facilities dated May 16, 1978, and a sketch showing their proposed relocation.

A certification prepared by Jack Ayres as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued.

The State is entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, and will be requested in State's letter authorizing the Company to proceed.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $8,224.00.

RECEIVED
TECHNICAL SERVICES
JUL 18 '78
REFER TO

FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:dbe
enc.
cc: E. S. Hunter, Jack M. Cartwright, John Christopherson

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8756

35

7-10-78

MEMO TO FILE

Remote Section

Versteeg
1 Christensen Don
George
Olson
Terpin
2 Sullivan JWS
Scott
Savage

RECEIVED
JUL 10 1978
ENGINEERING SECTION

3 Trout
Do Not File ☐
Return To
Bring Up / /
Action

Art
o.b.

Remote Section
Coos Bay-Roseburg Hwy.
Coos County

TO WHOM IT MAY CONCERN:

I met with Mr. Waren and Mr. Gustoffson of the B.L.M. on June 28, 1978.

We discussed Exhibit "D" of File No. 34376 OR 012294.

The original intent of Exhibit "D" was to cover the Waste Area Only. The B.L.M. was not aware of our fill needs on their remaining property which is also covered in the Amended R/W Grant.

With only the Waste Area affected, I do not see any problem with the 8-foot Buffer Strip.

F.D. Morrison
F.D. Morrison,
Res. Engr.

cc: Region Office ✓

CC: J.H. Versteeg ✓
C.T. Reasey

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Eriksen
Watson
Hager
/ Dorn
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ROSEBURG REGION
RECEIVED
JUL -[illegible] 1978

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| RUE | DES | [illegible] | RPR | RLE |
| ENV | FAE | RBI | SEC | |

7758

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL ND/OR AUTHORIZATION

6-78

FEDERAL AID PROJECT NO. FDP-14(5)

STA PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

2

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80270

**TO:**

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7/6/78

FEDERAL ROUTE NUMBER Primary 14

STATE ROUTE NUMBER Primary 35

GENERAL LOCATION:

Remote Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change (see below)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/22/78 I approve the program change as follows:

(1) Change Project # to F-DP-14(5)
(2) Add Appropriation Code "106"
(3) Add to class of FA funds "& Economic Growth Center"
(4) TEC & FA Funds by Code:

| | | | | | |
|---|---|---|---|---|---|
| Appr Code 010 | TEC | $1,138,730 | - | F.F. | $976,688 |
| 106 | | 1,994,705 | | | 1,710,858 |
| TOTAL | | $3,133,435 | | | $2,687,546 |

Swan
7-10

DATE 7/6/78

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8756 9

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1978

Fred H. Slate Co.
P. O. Box 19238
Portland, OR 97219

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8756 for work on the Remote Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Wells-Read-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bbc C. T. Kenney
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
F. D. Morrison

8756

8

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
F. D. Morrison
SAIF
Fran

June 27, 1978

Fred H. Slate Co.
P. O. Box 19238
Portland, OR 97219

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Remote Section of the Coos Bay-Roseburg Highway in Coos County for the sum of $2,653,781.50 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8756.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy. The calendar day count on this contract will begin July 10, 1978.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." Those Special Provisions require that you must submit your training program for approval prior to commencement of construction, and no work can be started in the classification covered by the program until the submitted program has been approved.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8756

8

June 21, 1978

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

Attention: Mary Ann Wilson
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 427," adopted by the Transportation Commission on March 28, 1978, covering the Remote Section of the Coos Bay-Roseburg Highway in Coos County.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

ROBERT W. STRAUB
GOVERNOR

**Oregon State Highway Division**

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**DATE:** February 23, 1978

**TO:** Oregon Transportation Commission

**FROM:**
H. S. Coulter
State Highway Engineer

**SUBJECT:** Survey Approval

AGENDA
MAR 28 1978
1.1

The surveys have been completed on the following projects:

✓Brogan Hill-Brogan Section
John Day Highway, Malheur County

✓Remote Section
Coos Bay-Roseburg Highway, Coos County

✓Monitor Road Jct. Section
Hillsboro-Silverton Highway, Marion County

✓Little Nestucca River-Neskowin Section
Oregon Coast Highway, Tillamook County

In order that the records be clear as to the official location of these facilities, your approval of the attached survey approval maps is requested. The work has been accomplished consistent with the governing regulations.

This matter will be on the Consent Calendar for your March meeting.

Att.

bc R. A. Burco
C. W. Head
F. B. Klaboe
D. H. Moehring
E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz
George Bell

RECEIVED
FEB 21 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

# HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and to prepare route locations and highway designs on the following sections of State highways:

a. Remote Section of the Coos Bay-Roseburg Highway in Coos County,

b. Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County,

c. Brogan Hill-Brogan Section of the John Day Highway in Malheur County,

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the Transportation Commission public hearings were held in the community of Bridge on July 8, 1976, concerning the Remote Section; in Mt. Angel on September 22, 1977, concerning the Monitor Road Junction Section; and in Vale on July 20, 1976, concerning the Brogan Hill-Brogan Section, to present the Engineer's route locations and highway designs and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer, the transcripts of the testimony given at the public hearings, the views given by various governmental agencies, officials and advisory groups affected by the highway route locations and highway designs; and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as the Remote Section of the Coos Bay-Roseburg Highway in Coos County, the Monitor Road Junction Section of the Hillsboro-Silverton Highway in Marion County, and the Brogan Hill-Brogan Section of the John Day Highway in Malheur County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

March 28, 1978

1a. That the route location and highway design as shown on the Engineer's map of the Remote Section of the Coos Bay-Roseburg Highway beginning at Highway Engineer's Station 824+00 approximately one mile west of Sandy Creek and extending in an easterly direction to Highway Engineer's Station 928+61.03 near Remote, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-654 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

1b. That the route location and highway design as shown on the Engineer's map as the Monitor Road Junction Section of the Hillsboro-Silverton Highway beginning at Highway Engineer's Station 2267+40 just west at the Monitor Road Junction and extending in a southerly direction to Highway Engineer's Station 2322+15 a distance of approximately one mile, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-657 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

1c. That the route location and highway design as shown on the Engineer's map as the Brogan Hill-Brogan Section of the John Day Highway beginning at Highway Engineer's Station 59+00 approximately eight miles west of Brogan and extending in an easterly direction to Highway Engineer's Station 536+40 in the community of Brogan which map for identification purposes bears Survey Design Approval Map File No. 1R-3-1465 and the date of February 1978, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

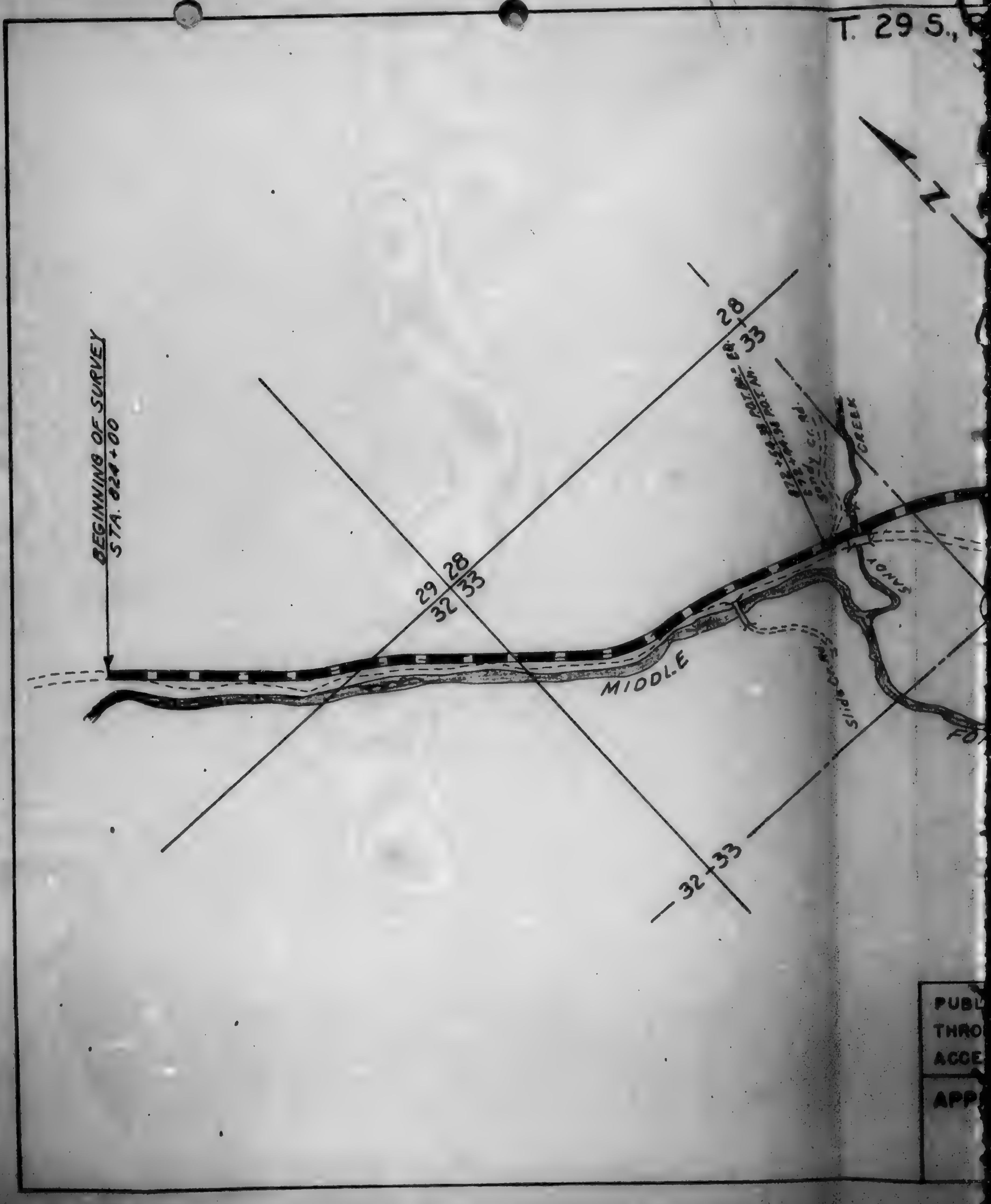
2. That when said highway sections are permanently constructed, the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is deemed as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route locations and highway designs approved hereby with limited access control.

March 28, 1978

4. That this resolution be entered in the minutes and records of the Transportation Commission as of the 28th day of March, 1978, as "Highway Corridor and Design Resolution No. 427."

March 28, 1978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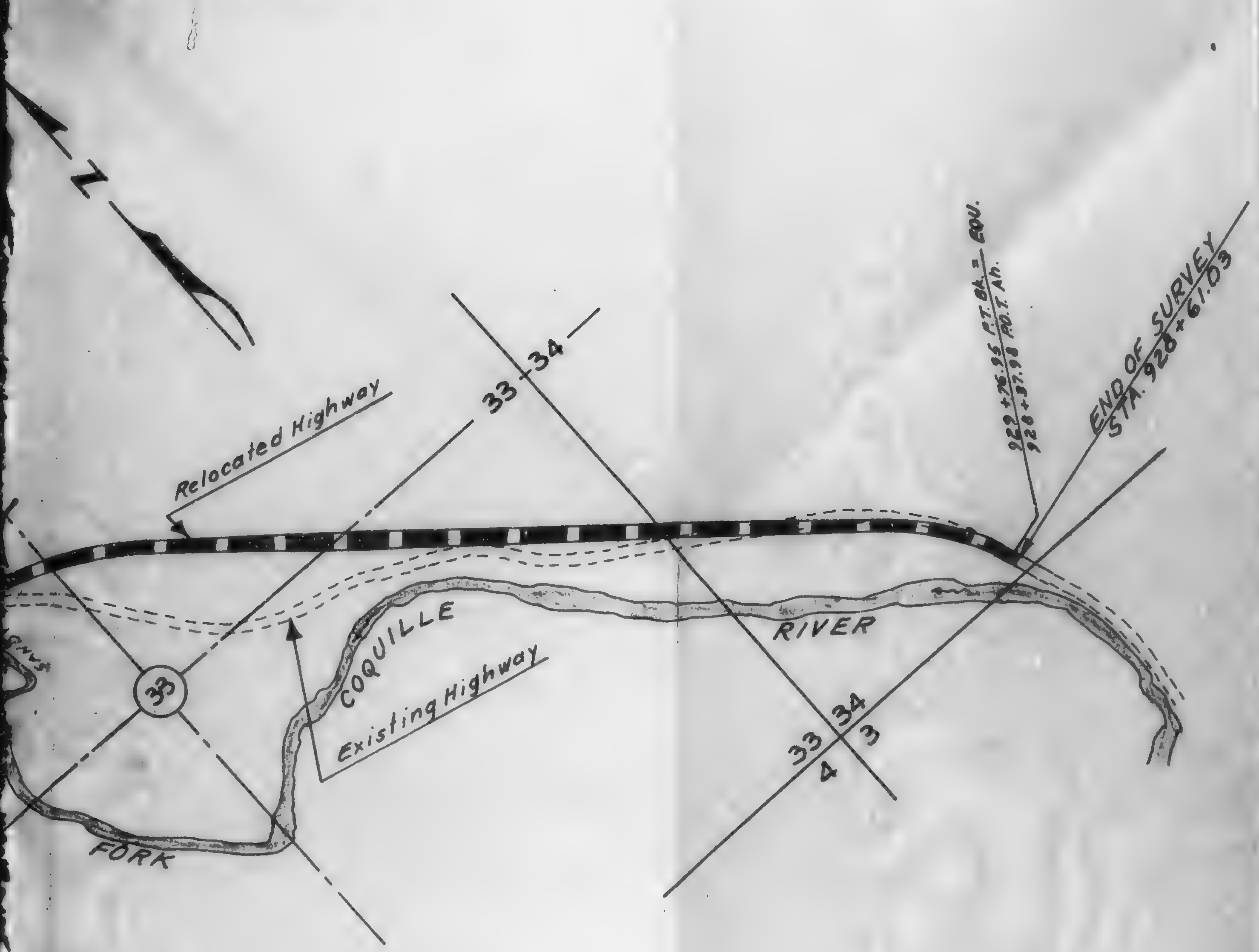
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929+76.95 P.T. Bk. = EQU.
928+97.98 P.O.T. Ah.
END OF SURVEY
STA. 928+61.03

| | |
|---|---|
| PUBLIC HEARING | July 8, 1976 |
| THROUGHWAY RESOLUTION | None Required |
| ACCESS CONTROL | Limited |

APPROVED: 2-16, 1978

E S Hunter
MGR., OFFICE OF TECHNICAL SERVICES

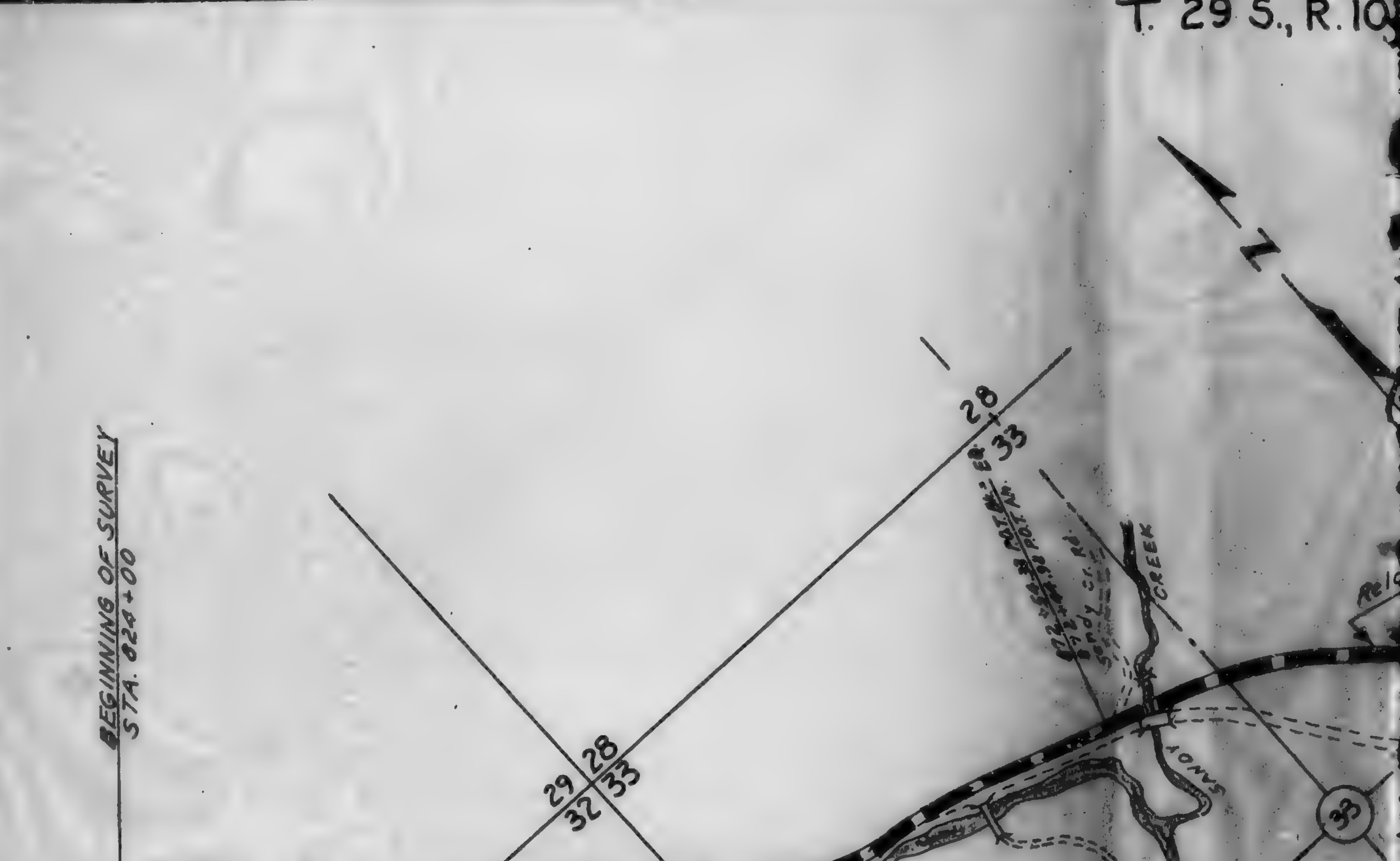
OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP

## REMOTE SECTION

COOS BAY-ROSEBURG HWY.
COOS COUNTY

SCALE: 1" = 800' ± | DATE: Feb., 1978

FOR DETAILS SEE DRG. NO. 9B-15-14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172+64.93 P.O.T. Ah.
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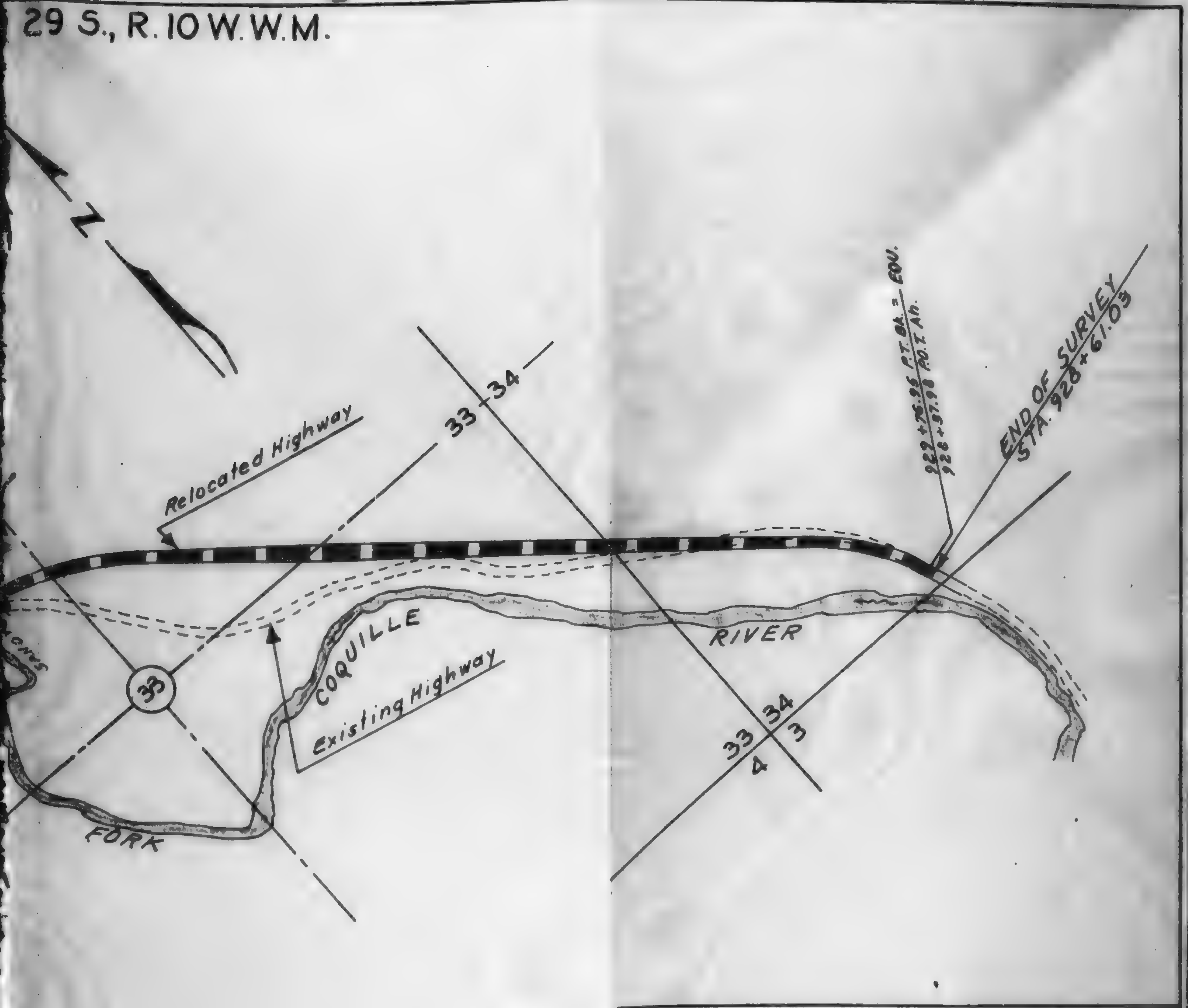
1R-4-654


29 S., R.10 W.W.M.
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Relocated Highway
33 34
929+76.95 P.T. Bk. = 928+97.98 P.O.T. Ah. EQU.
END OF SURVEY STA. 928+61.03
33
COQUILLE
RIVER
Existing Highway
FORK
33 34
4 3

PUBLIC HEARING .......... July 8, 1976
THROUGHWAY RESOLUTION .......... None Required
ACCESS CONTROL .......... Limited

APPROVED: 2-16, 1978

E S Hunter
MGR., OFFICE OF TECHNICAL SERVICES

OREGON STATE HIGHWAY DIVISION
SURVEY APPROVAL MAP
# REMOTE SECTION
COOS BAY-ROSEBURG HWY.
COOS COUNTY

SCALE: 1" = 800' ± | DATE: Feb., 1978

FOR DETAILS SEE DRG. NO. 98-15-14

8756

June 14, 1978

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: For Gerald Wimer
Local Government Manager

SUBJECT: Oregon Project F-14(4)
Construction Agreement
Remote Section
Coos Bay-Roseburg Highway, No. 35
Coos County

Presented herewith are two conformed copies of a Construction Agreement covering right-of-way acquisition, utility adjustment, construction and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under the date of April 5, 1978.

Please give this matter your consideration and, if your concurrence is required, notify the Office of Project Management and original copies from the Oregon Transportation Commission files will be presented for the proper endorsements.

MCH:cw
cc: E.S. Hunter
J.L. Sollis
C.W. Head
D.E. Swan

8756

8

June 8, 1978

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

MISC. CONTRACTS and
AGREEMENTS No. 6545

Attention: Mary Ann Wilson
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Remote Section of the Coos Bay-Roseburg Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harvell (agreement attached)

8756 35

SALEM, OREGON
May 31, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Remote Section
Coos Bay-Roseburg Hwy
Coos County

J.B. Boyd
Right of Way Manager

After going over the details of the Decision on the Remote Section from the Bureau of Land Management, we feel we would be in agreement with the comments of Jim Gix. The state will comply to the best of their ability but during construction some margin for variation may be necessary.

DOC:ck
cc: J.J. Gix

✓
RECEIVED
JUN 0 1 1978
ENGINEERING SECTION

Trout
☐
Do Not File
Return To
Bring Up / /
Action

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 23, 1978

FILE: ROW 12

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engr.

TO: J. B. Boyd
Right of Way Manager

SUBJECT: File No. 34376, OR 012294
Remote Section
Coos Bay-Roseburg Highway
Coos County

We have reviewed the subject decision and find potentially serious conflicts in Exhibit "D".

Item "A" is simply not workable with a strict interpretation of the term "riparian vegetation". The present roadway does not have a buffer strip and we will be unable to provide an 8' buffer on this project. I see no reason why we would damage any vegetation in this section and would suggest we meet with a local BLM official on the ground and demonstrate the problem and work out a solution.

Item "B" is handled by special bid items for erosion control. We cannot guarantee the effectiveness to prevent all materials from entering the river.

Item "C" will be no problem except that we are losing a potential good maintenance storage site.

With a reasonable interpretation of "riparian vegetation" and buffer strip, we feel we could live up to this decision.

jjg/cw

cc J. H. Versteeg ✓
Virgil Wilson
F. D. Morrison
B. E. Brown

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
MAY 24 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Reviewed with
Mr. Versteeg and
Dick Dorn. letter
to Gix will follow!
5-25-78

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 26, 1978

FROM: Adele L. Egan ALE
R/W Office Unit Supervisor

TO: A. Shirley
Region Engineer

REGION III

SUBJECT: File 34376, OR 012294

Remote Section
Coos Bay-Roseburg Highway
Coos County

Attached are two copies of the Decision on the Remote Section of the Coos Bay-Roseburg Highway.

Please note items A-B-C under "Other Terms and Conditions" shown on Exhibit "D". Maps were sent to you with our letter of October 10, 1977. Will you please give your approval or comments on these items? We will then record the decision and close the file.

VD:nn
Attch.
cc: V. Wilson

ROSEBURG REGION
RECEIVED
APR 28 1978

|  |  |  |  |  |
|---|---|---|---|---|
| RE | HWY | [illegible] | ROE | TE |
| [illegible] | DES | [illegible] | FILE |  |
| ENV | FAE | RBI |  |  |

OSO-2800-12 (5/72)
(Formerly OLO-2234-5)

311376
ORE 012294
2821 (943.1)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
P. O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

Your Ref: Tanner Creek-
Remote Section Coos Bay-
Roseburg Highway

APR 18 1978

## DECISION

## AMENDED RIGHT-OF-WAY GRANTED

### Details of Grant

| | |
|---|---|
| Serial number of grant - - - - - - - - - - - | ORE 012294 |
| Name of grantee- - - - - - - - - - - - - - - | State of Oregon, by and through its DEPARTMENT OF TRANSPORTATION |
| Map showing the location and dimensions of grant: Map designations - - - - - - - -- Marked Exhibit "A" | 10C-41-3 |
| Date filed - - - - - - - - - - -- | October 12, 1977 |
| Permitted use by grantee - - - - - - - - - - | State Highway |
| Authority for grant - - - -- - - - - - - - - | Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 107 & 317) |
| Regulations applicable to grant - - - - - -- | 43 CFR 2800 and 2821 |
| Circular number(s) - - - - - - -- | 2322 and 2324 |
| Date of grant - - - - - - - - - - - - - - -- | APR 18 1978 |
| Expiration date of grant - - - - - - - - - - | Perpetual so long as used for purpose granted |

### Terms and Conditions of Grant

Under authority redelegated to the undersigned pursuant to Order No. 701 of the Director, Bureau of Land Management, dated July 23, 1964 (29 F.R. 10526), as amended, a right-of-way, the details of which are shown above, is hereby granted subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circular(s) specified above.
3. Compliance with Title VI, Civil Rights Act of 1964 (78 Stat. 241) in accordance with Form OSO-1814-1, attached to and made a part hereof, and identified as Exhibit "B".
4. Filing of statement of construction within seven years from date of grant.
5. Compliance with the terms and conditions as specified in the Pesticides Control Stipulations, Form OSO 2800-14, attached to and made a part hereof, and identified as Exhibit "C".
6. By this instrument, the United States (23 U.S.C. 107(d)) does hereby appropriate, remise and release to the State, during such time as this right-of-way shall be needed and used for highway purposes, all existing, future and potential underlying owner's and abutter's rights or easements of access to, from, and across the underlying lands and to, from,

Roseburg Highway

# DECISION

APR 18 1978

## AMENDED RIGHT-OF-WAY GRANTED

### Details of Grant

Serial number of grant - - - - - - - - - - - ORE 012294

Name of grantee- - - - - - - - - - - - - - - State of Oregon, by and through its DEPARTMENT OF TRANSPORTATION

Map showing the location and dimensions of grant:

Map designations - - - - - - - - 10C-41-3
Marked Exhibit "A"

Date filed - - - - - - - - - - - - October 12, 1977

Permitted use by grantee - - - - - - - - - - State Highway

Authority for grant - - - - - - - - - - - - - Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 107 & 317)

Regulations applicable to grant - - - - - - 43 CFR 2800 and 2821

Circular number(s) - - - - - - - 2322 and 2324

Date of grant - - - - - - - - - - - - - - - - APR 18 1978

Expiration date of grant - - - - - - - - - - - Perpetual so long as used for purpose granted

### Terms and Conditions of Grant

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1. All valid rights existing on the date of the grant.
2. All regulations in the circular(s) specified above.
3. Compliance with Title VI, Civil Rights Act of 1964 (78 Stat. 241) in accordance with Form OSO-1814-1, attached to and made a part hereof, and identified as Exhibit "B".
4. Filing of statement of construction within seven years from date of grant.
5. Compliance with the terms and conditions as specified in the Pesticides Control Stipulations, Form OSO 2800-14, attached to and made a part hereof, and identified as Exhibit "C".
6. By this instrument, the United States (23 U.S.C. 107(d)) does hereby appropriate, remise and release to the State, during such time as this right-of-way shall be needed and used for highway purposes, all existing, future and potential underlying owner's and abutter's rights or easements of access to, from, and across the underlying lands and to, from, and between the abutting lands of the United States.
7. Other terms and conditions A through C attached to and made a part hereof and identified as Exhibit "D".

Enclosures:
Exhibit "A" - Map
Exhibit "B" - Form OSO 1814-1
Exhibit "C" - Form OSO 2800-14
Exhibit "D"

ACTING Virgil O Seiser
Chief, Branch of Lands
and Minerals Operations

Orig.: Case file
Dupl. Orig.: Grantee

STATE OF OREGON )

COUNTY OF MULTNOMAH )

I, CHAMP C. VAUGHAN, JR., a notary public in and for the said County and State, do hereby certify that on this the 18th day of April, 1978, before me personally appeared Virgil O. Seiser, being to me personally well known and known by me to be the Acting Chief, Branch of Lands & Minerals Operations, Oregon State Office, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of April 18, 1978, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Acting Chief, Branch of Lands & Minerals Operations, Oregon State Office, Bureau of Land Management.

Witness by hand and seal this 18th day of April, 1978.

Champ C. Vaughan

Notary Public for OREGON

Residing at PORTLAND, OREGON

STATE OF OREGON )
COUNTY OF MULTNOMAH )

I, CHAMP C. VAUGHAN, JR., a notary public in and for the said County and State, do hereby certify that on this the 18th day of April, 1978, before me personally appeared Virgil O. Seiser, being to me personally well known and known by me to be the Acting Chief, Branch of Lands & minerals Operations, Oregon State Office, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of April 18, 1978, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Acting Chief, Branch of Lands & Minerals Operations, Oregon State Office, Bureau of Land Management.

Witness by hand and seal this 18th day of April, 1978.

Champ C. Vaughan

Notary Public for OREGON

Residing at PORTLAND, OREGON

(SEAL)

My Commission expires March 7, 1981

Serial Number [illegible]
2821 (943.1)

EXHIBIT "[illegible]"

STIPULATION UNDER TITLE VI, CIVIL RIGHTS ACT OF 1964 (78 STAT. 241)

Attached to and made a part of Decision dated APR 18 1978, granting a right-of-way, or advance permission to use and occupy certain property of the United States.

(1) The grantee (permittee) covenants and agrees that it will comply with all provisions of Title VI of the Civil Rights Act of 1964, and that for the period during which the property conveyed or made available by the attached instrument is used for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, it will not engage in any discriminatory actions prohibited by 43 CFR 17.3, to the end that no person in the United States shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the grantee (permittee) received Federal financial assistance by said grant or permit. This assurance shall obligate the grantee (permittee), or in the case of transfer of the property granted or made available therein, any transferee, for the period of said grant or permit.

(2) The grantee (permittee) further agrees that it will not transfer any rights or interests in the property conveyed or made available by the attached instrument for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer of the Bureau of Land Management that it will comply with the provisions of paragraph (1) hereof.

(3) The grantee (permittee) agrees that the right is reserved to the Department of the Interior to declare the terms of said grant or permit terminated in whole or in part and to revest in the United States title to the property conveyed or made available therein, in the event of a breach of the nondiscrimination provisions contained in paragraph (1) hereof at any time during the term of said right-of-way or permit.

(4) The grantee (permittee) agrees that as long as the property conveyed or made available by the attached Decision is used for the purpose(s) designated therein, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964, shall constitute a covenant running with the land for the term of said grant or permit.

(5) The grantee (permittee) agrees that in the event of violation or failure to comply with the requirements imposed by paragraph (1), the United States may seek judicial enforcement of such requirements.

(6) The assurances and covenant required by secs. 1-5 above shall not apply to ultimate beneficiaries under the program for which said grant is made or permit issued. "Ultimate beneficiaries" are identified in 43 CFR 17.12(h).

(7) Grantee (permittee) agrees that it will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed or made available by the attached Decision signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

Serial No. Ore. 012294
Date of Grant:

APR 18 1978

## EXHIBIT " C"

## PESTICIDES CONTROL STIPULATIONS

The permittee agrees that in all his operations under this permit he shall comply with the applicable State and Federal laws and regulations concerning the use of poisonous substances, including insecticides, herbicides, fungicides, rodenticides, and other similar substances. Prior to the use of such substances on or near the right-of-way, the permittee shall obtain from the Authorized Officer approval of a written plan for such use. The plan shall state the type and quantity of material to be used, the pest to be controlled, the method of application and such other information as the Authorized Officer may require. All use of such substances on or near the right-of-way shall be in accordance with the approved plan. If the use of a poison is prohibited by the Secretary of the Interior, it shall not be used. If use of a poison is limited by the Secretary of the Interior, it shall be used only in accordance with that limitation.

## EXHIBIT "D"

## OTHER TERMS AND CONDITIONS

A. Grantee will protect riparian vegetation along the stream banks of the Middle Fork of the Coquille River by providing a buffer zone no less than eight (8) feet in width between such vegetation and any area of grantee's activity.

B. Grantee shall prevent erosional materials from entering the Middle Fork of the Coquille River by (a) providing a baled straw or hay barrier between the river bank and any area disturbed by their activities, and (b) shall seed and fertilize and apply straw mulch in accordance with standard highway construction specifications found in FHWA standard Specifications for Construction of Roads and Bridges (FP-74) 1974 Edition. - Turf Establishment.

C. The grantee shall maintain the additional R/W in as neat and natural conditions as found following completion of the contouring seeding and fertilizing. Waste materials deposited within the area resulting from highway maintenance operations shall be treated in the same manner as construction materials wasted in the site. In addition, the site shall not be used as a highway construction shop site, materials stockpile site or for any other purpose not consistent with the scenic quality of the general area.

8756

35

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Rout

6-22-78 Bid Letting ______ All Clear Deadline

SECTION Remote Section
Highway Coos Bay-Roseburg
County Coos Region 3
Type of Work G P Str Funds FA
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☐ | ☒ | ☒ | ☒ | ☒ | Special Concerns covered in plans special permits |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **PERMITS:** | | | | | | |
| Division of State Lands | ☐ | ☒ | ☒ | ☒ | ☒ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Permit applied for |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| **CULTURAL:** | | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |
| **NOISE:** | | | | | | |
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8756

35

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 12, 1978

Donald L. Trout

FROM: Donald L. Trout
Office Engineer

TO: MEMO TO THE FILES

SUBJECT: Prospective Material Source
Culver Property
Remote Section
Coos Bay-Roseburg Highway
Coos County

The Remote Section is scheduled for contract letting on June 22, 1978. We planned to offer a prospective material source owned by Everett D. & Doris M. Culver that we have held a lease on since May 1970. It was called to our attention by Alfred Shirley that Mr. Culver is a State Highway Maintenance employee. This brings up the question of conflict of interest.

Mr. Jack Sollis advised there would be no conflict of interest because we have held the lease for a long period of time. If we had leased the property recently for this specific project he felt there would be a conflict of interest.

5-12-78

Ed Hunter approved the use of this prospect we material source.

Donald L. Trout

DLT:jh

Owns commercial source also?

Prior 10 yr lease (1960-70)?

cc Bud Shirley
Jack Sullivan
CT Keasey

| INDEX OF SHEETS | | |
|---|---|---|
| SHEET NO. | DESCRIPTION | |
| 1 | Title Sheet | |
| 2,2A,2B,2C,2D | Typical Sections & Details | |
| 2E,2E-2,2E-3<br>2E 4,2E-5,2E-6 | Stage Construction & Temporary<br>( Protection & Direction Of Traffic ) | (Not Incl) |
| 2F,2F-2 | Pipe Data | |
| 2G | Signing | (Not Incl.) |
| 2H | Summary | (Not Incl.) |
| 3-7 Incl. | Plan & Profile | |

STATE OF

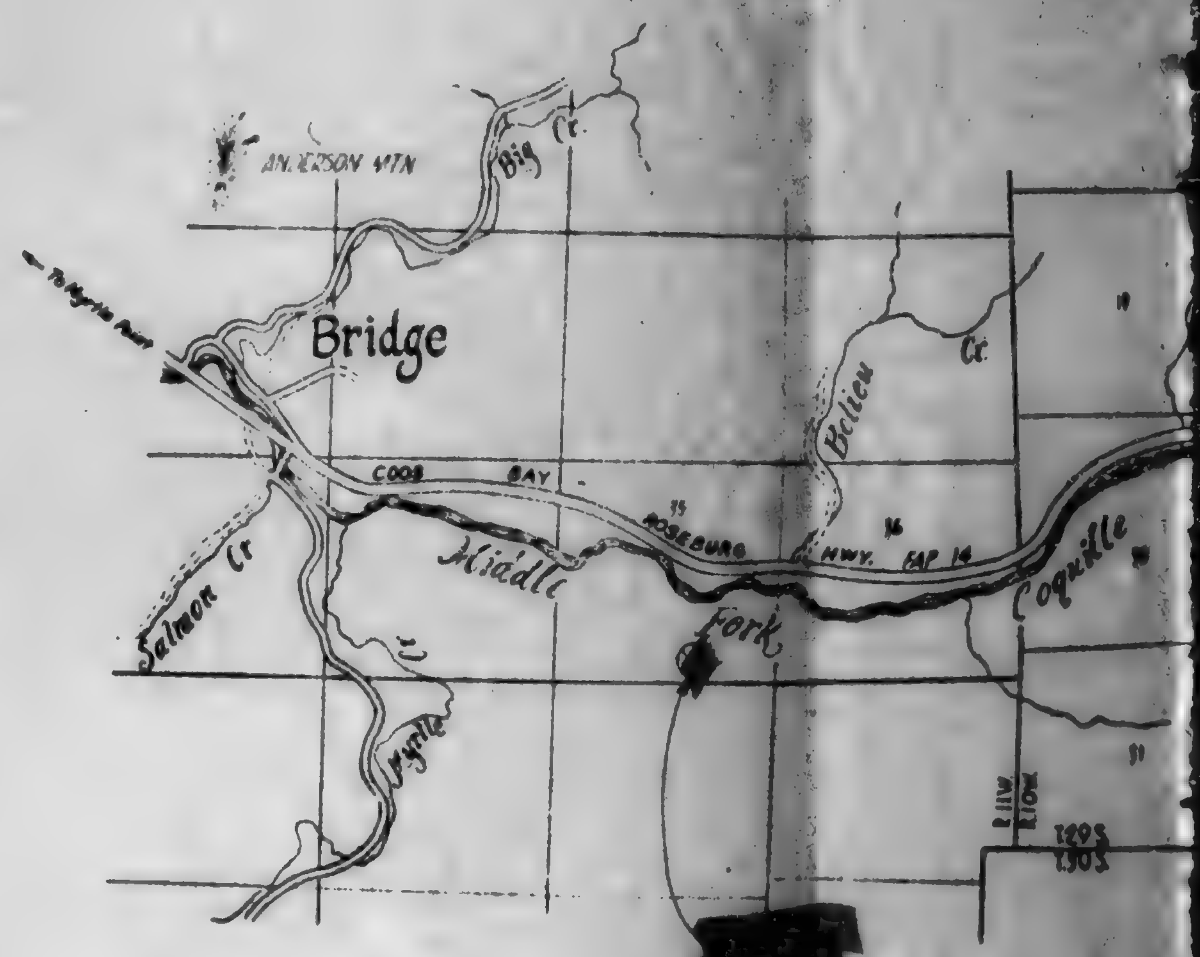
STATE HIGHW

PLANS FOR PROPO

# REMOTE S

## COOS BAY - ROSEB

### COOS CO


ANDERSON MTN
Big Cr.
To Myrtle Point
Bridge
Belieu
Cr.
COOS BAY - ROSEBURG HWY. FAP 14
15
16
Salmon Cr
Middle Fork
Coquille
Myrtle
R 11 W.
R 10 W.
T 29 S
T 30 S

Sketch

Scale

| REMOTE SECTION<br>COOS BAY - ROSEBURG HIGHWAY<br>COOS COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

FA

TE OF OREGON

IGHWAY DIVISION

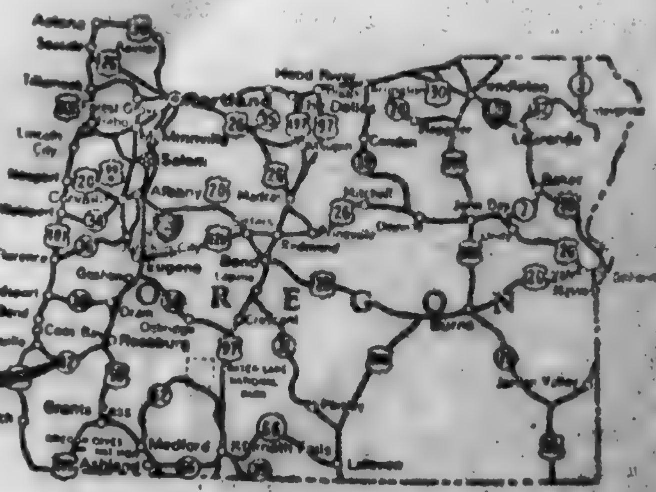
OR PROPOSED PROJECT

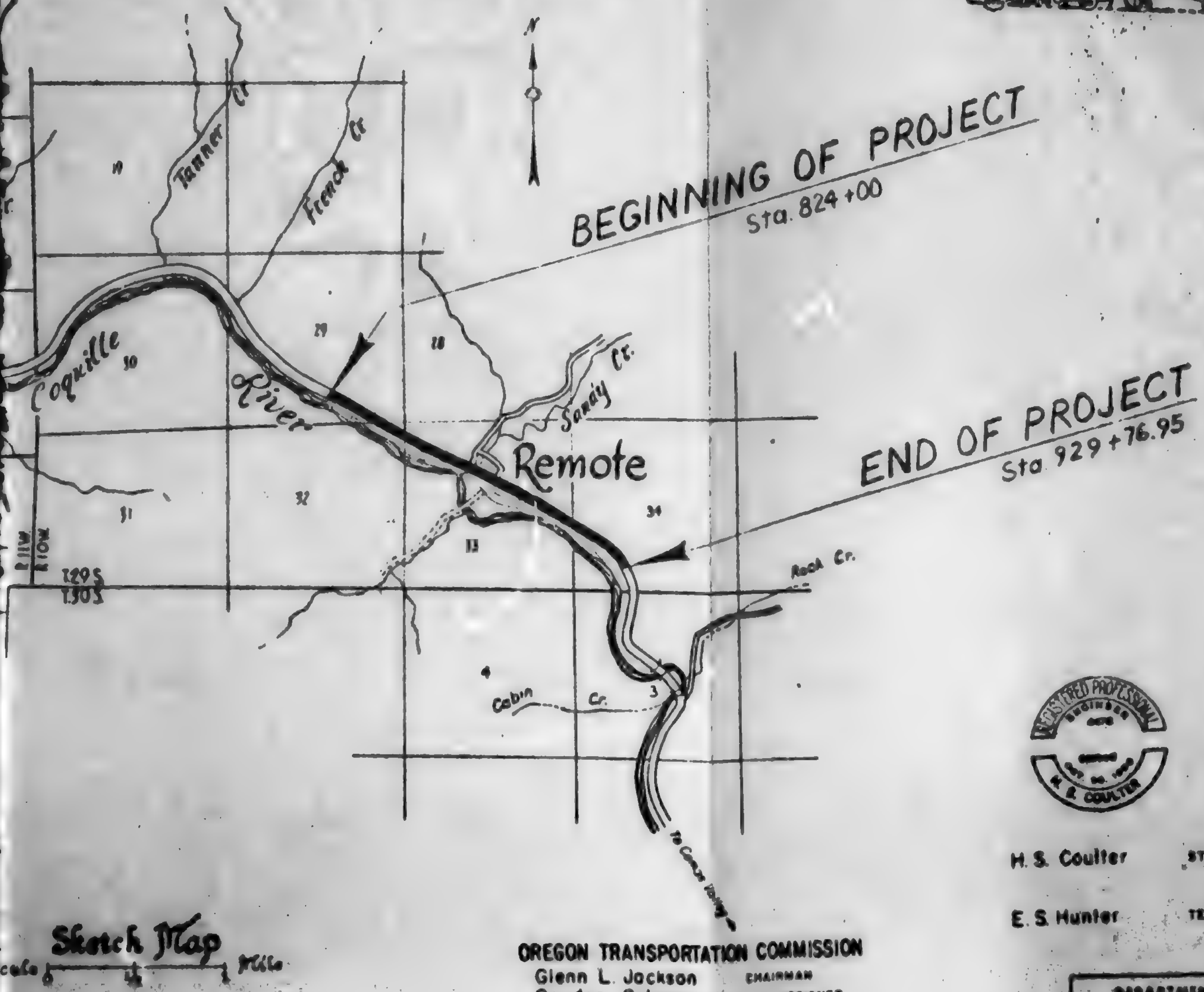
# OTE SECTION

AS REVISED

## Y - ROSEBURG HIGHWAY

## COOS COUNTY





N
BEGINNING OF PROJECT
Sta. 824+00
END OF PROJECT
Sta. 929+76.95
Tanner Cr.
French Cr.
Coquille
River
Sandy Cr.
Remote
Rock Cr.
Cabin Cr.
To Camas Valley
19
20
29
30
31
32
33
34
28
4
3
R.11W
R.10W
T.29S
T.30S
Sketch Map
Scale
0
1/2
1 Mile

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter TECHNICAL SERVICES ENGINEER

**OREGON TRANSPORTATION COMMISSION**

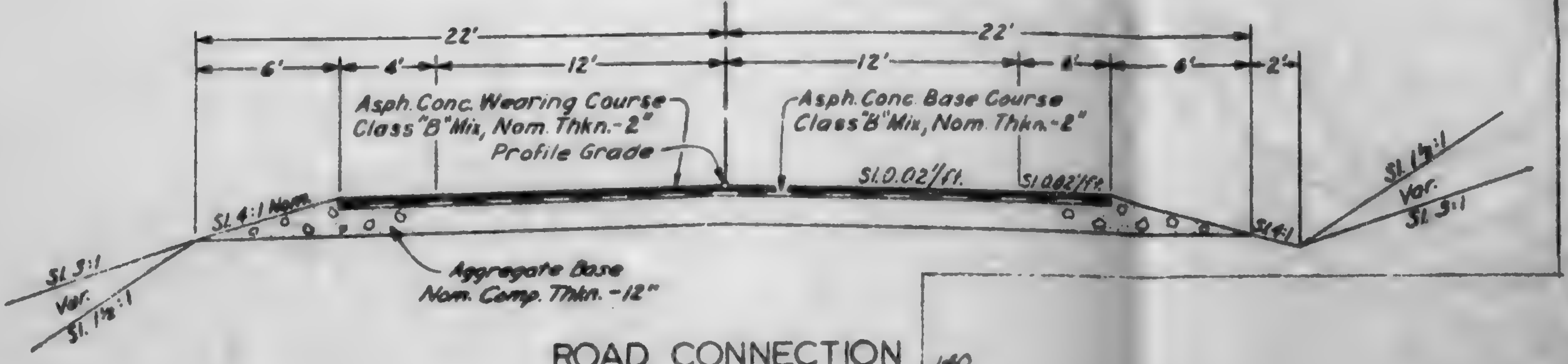
| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

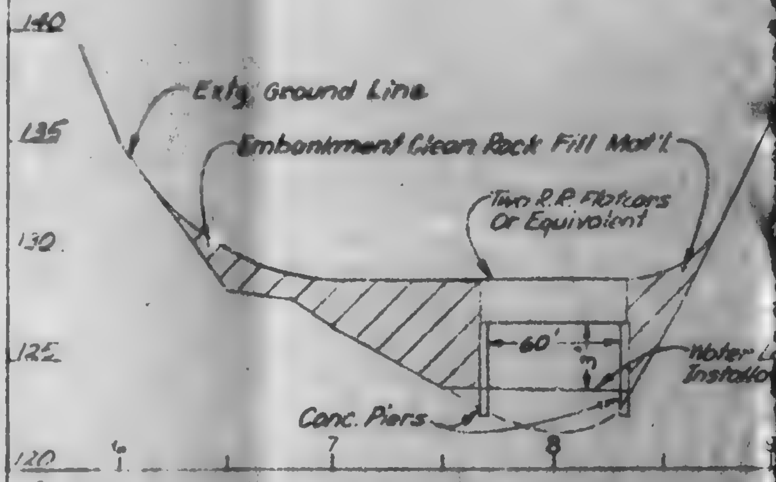
APPROVED:

DIVISION ENGINEER DATE

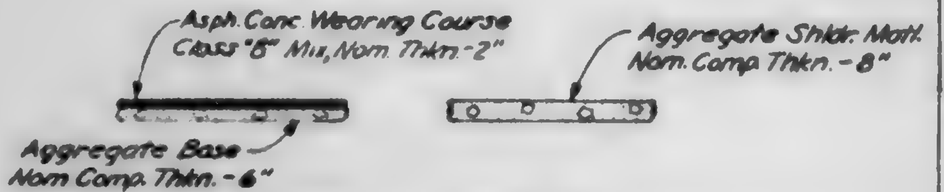
# TYPICAL SECTION


℄
22'
22'
6'
4'
12'
12'
4'
6'
2'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 4:1
Sl. 1½:1
Var.
Sl. 3:1
Sl. 3:1
Var.
Sl. 1½:1
Aggregate Base Nom. Comp. Thkn. - 12"

ROAD CONNECTION
STA. 865+20 Rt.
872+50 Lt.
879+25 Rt.
879+25 Lt.
894+50 Rt.

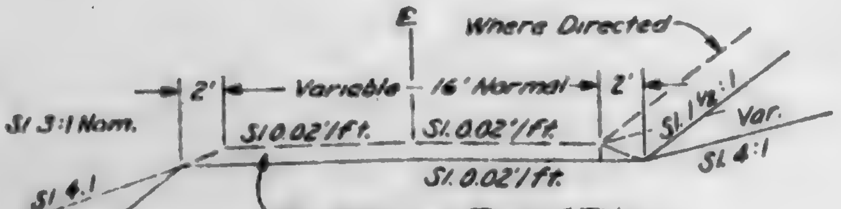

140
135
130
125
120
Extg. Ground Line
Embankment Clean Rock Fill Mat'l.
Two R.R. Flatcars Or Equivalent
60'
Water L
Installa
Conc. Piers
6
7
8

(1) TEMPORARY RIVER CROSSING TO CULVER QUA
FOR HAUL ROAD

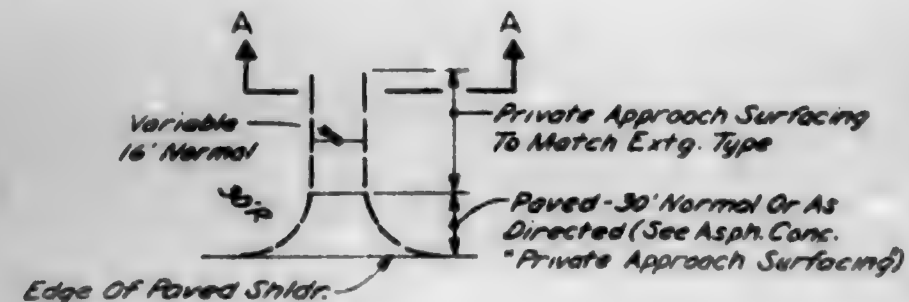

Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn. - 2"
Aggregate Shldr. Mat'l. Nom. Comp. Thkn. - 8"
Aggregate Base Nom. Comp. Thkn. - 6"

ASPHALT CONC.    GRAVEL

PRIVATE APPROACH SURFACING

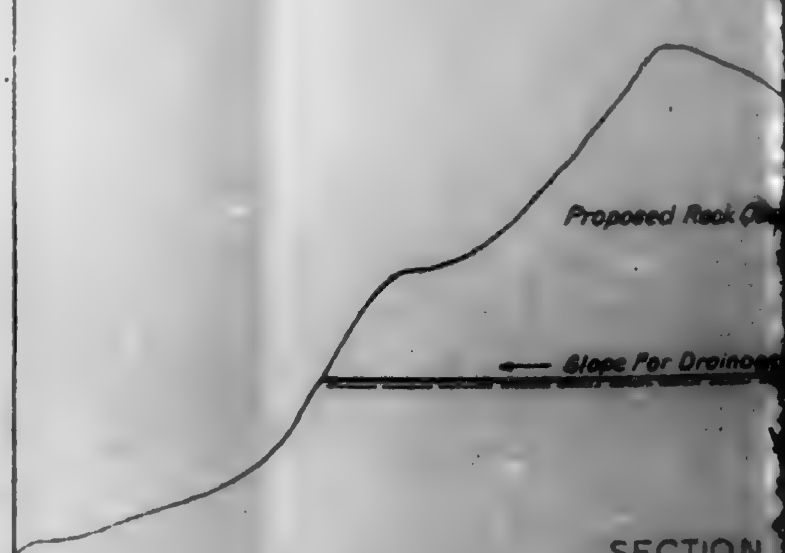

℄
Where Directed
2'
Variable
16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn., See "Private Approach Surfacing"

SECTION A-A


A
A
Variable
16' Normal
30' R
Private Approach Surfacing To Match Extg. Type
Paved - 30' Normal Or As Directed (See Asph. Conc. "Private Approach Surfacing")
Edge Of Paved Shldr.

PLAN

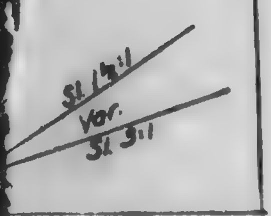
APPROACH


Proposed Rock
Slope For Drainag

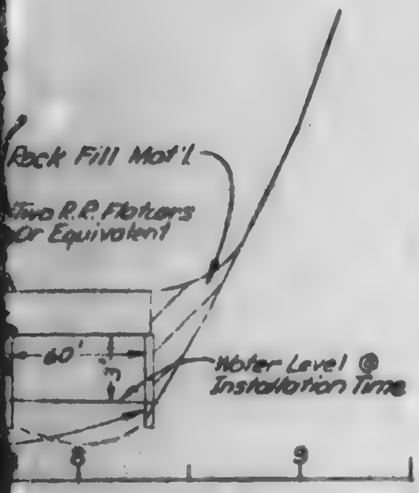
SECTION

## REMOTE SECTION
COOS BAY - ROSEBURG HIGHWAY
COOS COUNTY

| FED ROAD Div. No | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET No. 2A<br>TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | | | See Index |



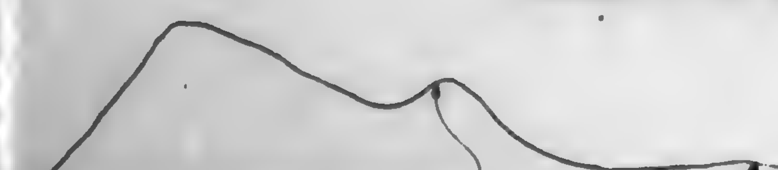
Sl 1½:1
Var.
Sl 3:1



Rock Fill Mat'l.
Two R.R. Flotcars Or Equivalent
60'
Water Level @ Installation Time
8
9

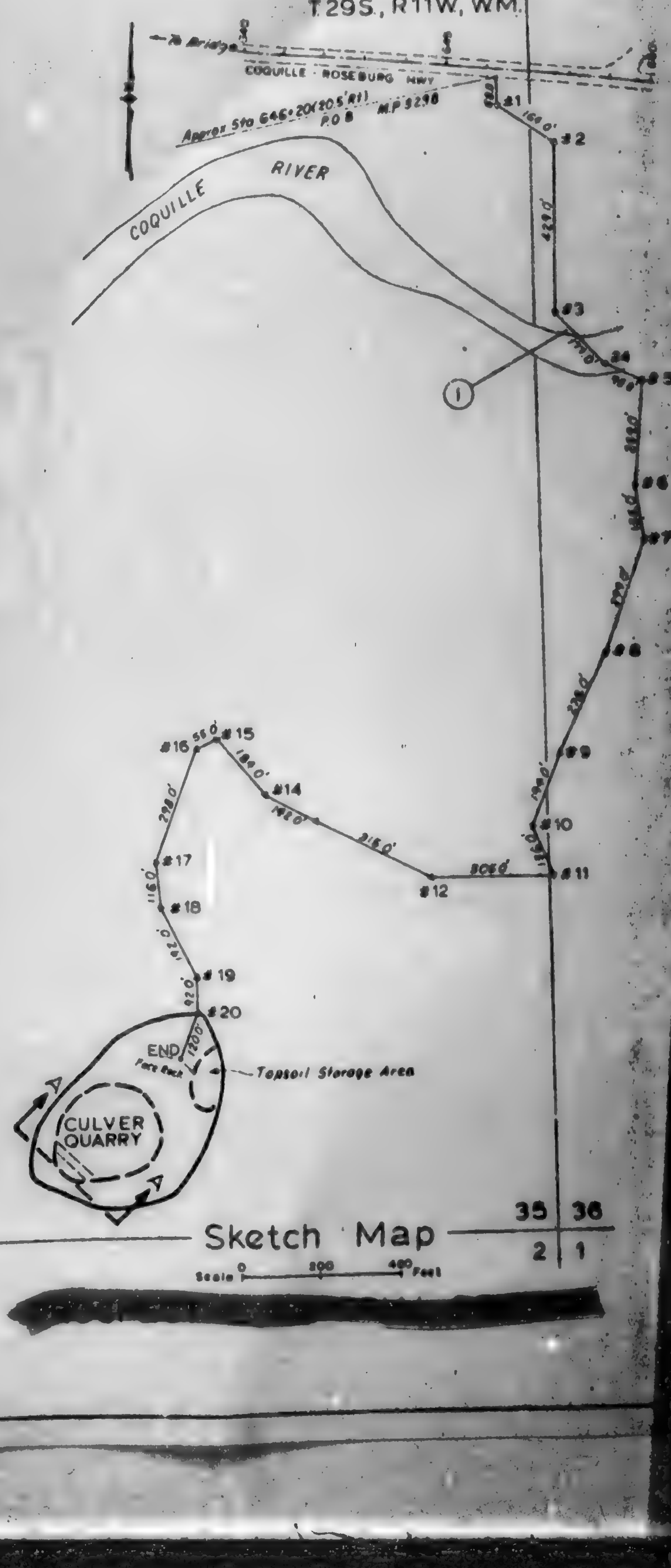
NG TO CULVER QUARRY SITE
UL ROAD

| ACCESS ROAD TRAVERSE DATA | | |
|---|---|---|
| POINT | ANGLE | DISTANCE |
| ◎ P.O.B. | | |
| | 87°40 Rt | 68.0' |
| ⚠ #1 | | |
| | 53°50' Lt | 164.0' |
| ⚠ #2 | | |
| | 56°40' Rt | 429.0' |
| ⚠ #3 | | |
| | 43°20' Lt | 177.0' |
| ⚠ #4 | | |
| | 21°35' Lt | 95.0' |
| ⚠ #5 | | |
| | 69°20' Rt | 259.0' |
| ⚠ #6 | | |
| | 12°30' Lt | 135.0' |
| ⚠ #7 | | |
| | 27°35' Rt | 299.0' |
| ⚠ #8 | | |
| | 6°50' Rt. | 278.0' |
| ⚠ #9 | | |
| | 8°39' Lt | 194.0' |
| ⚠ #10 | | |
| | 44°45' Lt | 136.0' |
| ⚠ #11 | | |
| | 113°55' Rt | 305.0' |
| ⚠ #12 | | |
| | 26°35' Rt | 315.0' |
| ⚠ #13 | | |
| | 1°30' Rt. | 142.0' |
| ⚠ #14 | | |
| | 21°45' Rt | 184.0' |
| ⚠ #15 | | |
| | 75°50' Lt | 55.0' |
| ⚠ #16 | | |
| | 43°38' Lt | 298.0' |
| ⚠ #17 | | |
| | 27°04' Lt. | 116.0' |
| ⚠ #18 | | |
| | 20°30' Lt. | 192.0' |
| ⚠ #19 | | |
| | 25°30' Rt | 92.0' |
| ⚠ #20 | | |
| | 21° Rt Approx | 120.0' |
| ◎ END | | |



Proposed Rock Quarry Excavation
Sl ½:1
Sl ½:1
30'
30'
Slope For Drainage
Topsoil Thkn.-6"

SECTION A-A



T.29S., R11W., W.M.
To Bridge
COQUILLE - ROSEBURG HWY
Approx Sta 646+20 (20.5' Rt) P.O.B. M.P. 92.90
COQUILLE RIVER
1
#1
164.0'
#2
429.0'
#3
177.0'
#4
95.0'
#5
259.0'
#6
135.0'
#7
299.0'
#8
278.0'
#9
194.0'
#10
136.0'
#11
305.0'
#12
315.0'
#13
142.0'
#14
184.0'
#15
55.0'
#16
298.0'
#17
116.0'
#18
192.0'
#19
92.0'
#20
120.0'
END
Face Rock
Topsoil Storage Area
A
A
CULVER QUARRY
35
36
2
1
Scale 0 200 400 Feet

Sketch Map

8756

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-12-78

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
14(5)

STATE PROJECT NO.
See Below

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
80270

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
5-12-78

FEDERAL ROUTE NUMBER
Primary 14

STATE ROUTE NUMBER
Primary 35

GENERAL LOCATION:
Remote Section

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

XX OTHER (Specify) Utility Adjustment
TEC NTE $21,804
FF $18,700

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
F. B. KLABOE

Swan
5-17

REMARKS

As requested in Mr. Swan's May 4, 1978 letter you are authorized to proceed with the actual relocation of Coos-Curry Electric Co-op's powerline. Reimbursement on an actual cost basis is approved.

I approve the agreement with Coos-Curry Electric Co-op consisting of your verbal notice of conflict and Coos-Curry Electric Co-op's letter of 3-22-78 and the plans and estimate furnished by Mr. Swan's 5-4-78 letter.

Approval and participation for the portion of work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE
5-12-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

8256 Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

*Memorandum*

DEPART IT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: May 9, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project F-14(4)
Remote Section
File 49890 - Jennings
Coos County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation

Right of Way Manager J. B. Boyd's letter of May 5, 1978, advises that the State has secured a before and after appraisal on the subject property. This action should fulfill the requirements of Sec. 4.075 of the State's Right of Way Manual which calls for a before and after appraisal because of the damages to the remaining property. This also fulfills the requirements of our letter of April 27, 1978, which questioned why a before and after appraisal had not been prepared. Our concurrence with the actions taken in securing a before and after appraisal does not constitute our concurrence that the appraisal is properly documented. This matter should be handled through the State's review appraisal process.

G. L. Green

cc:
J. B. Boyd, R/W Mgr., ODOT
M. Mead, R/W
F. Lowe, R/W
Acctg.

RECEIVED
TECHNICAL SERVICES
MAY 10 '78
REFER TO J B Boyd
FOR

| Info | Answer | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

May 5, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

NOTED
S. HUNT

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: File 49890 - Jennings
Remote Section
Coos Bay-Roseburg Highway
Coos County
Project F-14(4)

Due to the complexities of subject taking, a third appraisal has been secured and reviewed. Copies have been distributed to you through routine procedures.

Because the review was based primarily upon this third appraisal, and because it was prepared upon a before and after basis, we assume we have met the requirements of your letter of April 27, 1978 (HRW-OR). We do not intend at this time to request before and after appraisals from either staff appraiser.

Please advise if our appraisal documentation is now adequate for federal participation.

JBB:ob
cc - F. B. Klaboe
E. S. Hunter
M. M. Mead
Virgil Wilson

RECEIVED
TECHNICAL SERVICES
MAY 8 '78
REFER TO
FOR

| Info | [illegible] | [illegible] | [illegible] | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 27, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project F-14(4)
Remote Section
File 49890 - Jennings

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation

A review of the proposed acquisition from the Jennings property indicates that a taking only appraisal was made that included damages to the remaining land in the amount of $6,361. The appraisal was revised on March 16, 1978, and a review appraisal was performed on March 21, 1978. Section 4.075 of the State's approved Right of Way Manual would indicate that a before and after appraisal should have been prepared due to the amount of damages to the remaining property. As a basis for federal participation, the appraisal should be on a before and after basis. If there is good reason why the appraisal should not be on a before and after basis, please provide an analysis and recommendation.

G. L. Green

cc:
J. B. Boyd, R/W Mgr. (ODOT)
M. Mead, R/W (ODOT)
F. Lowe, R/W (ODOT)
Acctg. (ODOT)

RECEIVED
TECHNICAL SERVICES
APR 28 '78
REFER TO
FOR
Info [illegible]

- .-8756

MEMO TO THE FILE
May 8, 1978

Conditional Use Permit
Culver Quarry

Remote Section
Coos Bay-Roseburg Hwy.
Coos County

I attended the Coos County Planning Commissions Meeting, May 4, 1978. The meeting was held in the County Court House at 7:30 p.m.

When this item came before the board, the staff recommended to grant a Conditional Use for the proposed Quarry Site.

I explained that a Low Water Crossing was proposed, rather than using the existing concrete bridge upstream. I told them we would have to maintain a 3 foot minimum clearance for the Middle Fork of the Coquille River under our crossing.

Since there were no objections to our request, a Conditional Use Permit was granted.

Mr. & Mrs. Culver and this writer left the Commission Meeting after the hearing was closed.

F. D. Morrison
F. D. Morrison
P.O.Box 716
Coquille, Oregon

cc: Salem ✓
Region

RECEIVED
MAY 12 1978
ENGINEERING SECTION

___ Versteeg
1 Christensen
___ George
___ Olson
___ Terpin
copy Sullivan
___ Scott
___ Savage
copy Trout
Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 6, 1978

FROM: JAMES J. GIX
Regional Construction Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Mining Permits
Remote Section
Culver Property
Coos Bay-Roseburg Hwy.

Herewith necessary forms for permits on Culver prospective borrow source.

Resident Engineer Frank Morrison will proceed with the dealings with Coos County to modify the zoning requirements.

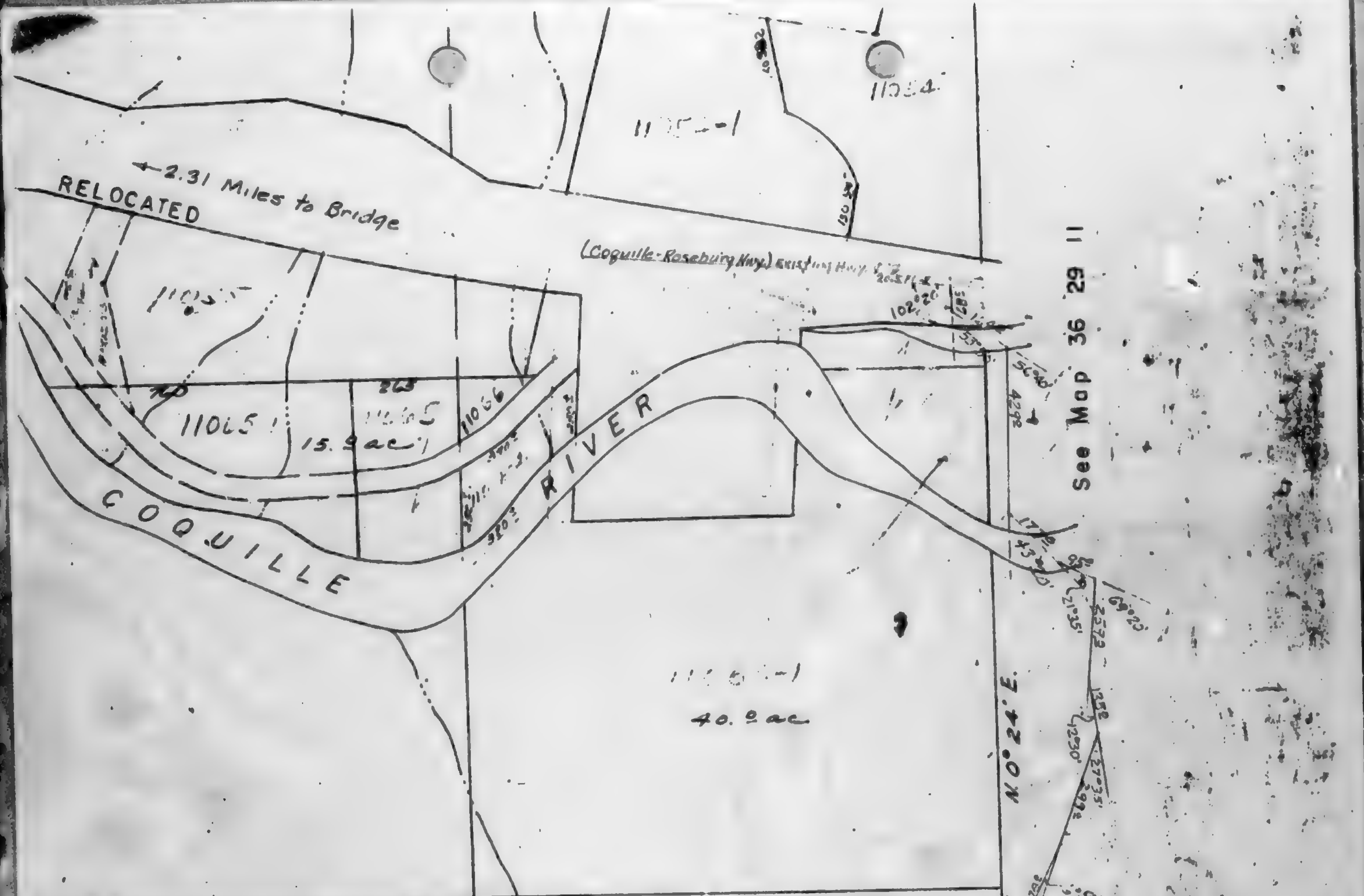
jjg/cw
Encl.

cc F. D. Morrison
Elliott Parker

____ Versteeg ____
Copy Christensen ____
____ George ____
____ Olson ____
____ Terpin ____
Copy Sullivan ____
____ Scott ____
____ Savage ____
fp

RECEIVED
MAR 0 8 1978
ENGINEERING SECTION

/ Trout ____
Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____


←2.31 Miles to Bridge
RELOCATED
(Coquille-Roseburg Hwy) existing Hwy
11054
11055-1
11055
11065
11066
15.9 ac
COQUILLE RIVER
40.0 ac
N 0° 24' E.
See Map 36 29 11
SECTION A-A
Scale 1"=100'
Proposed Rock Quarry Excavation
Slope for Drainage
Place Topsoil Approx. 6"
30'
30'
75°50'
43°30'
1°30'
3°39'
26°33'
26°30'
Traverse for Proposed Access Road
40.0 ac
Face Rock
Topsoil Storage Area
CULVER QUARRY
Map scale 1"=400'
35
36
2
1
2632.08'
30

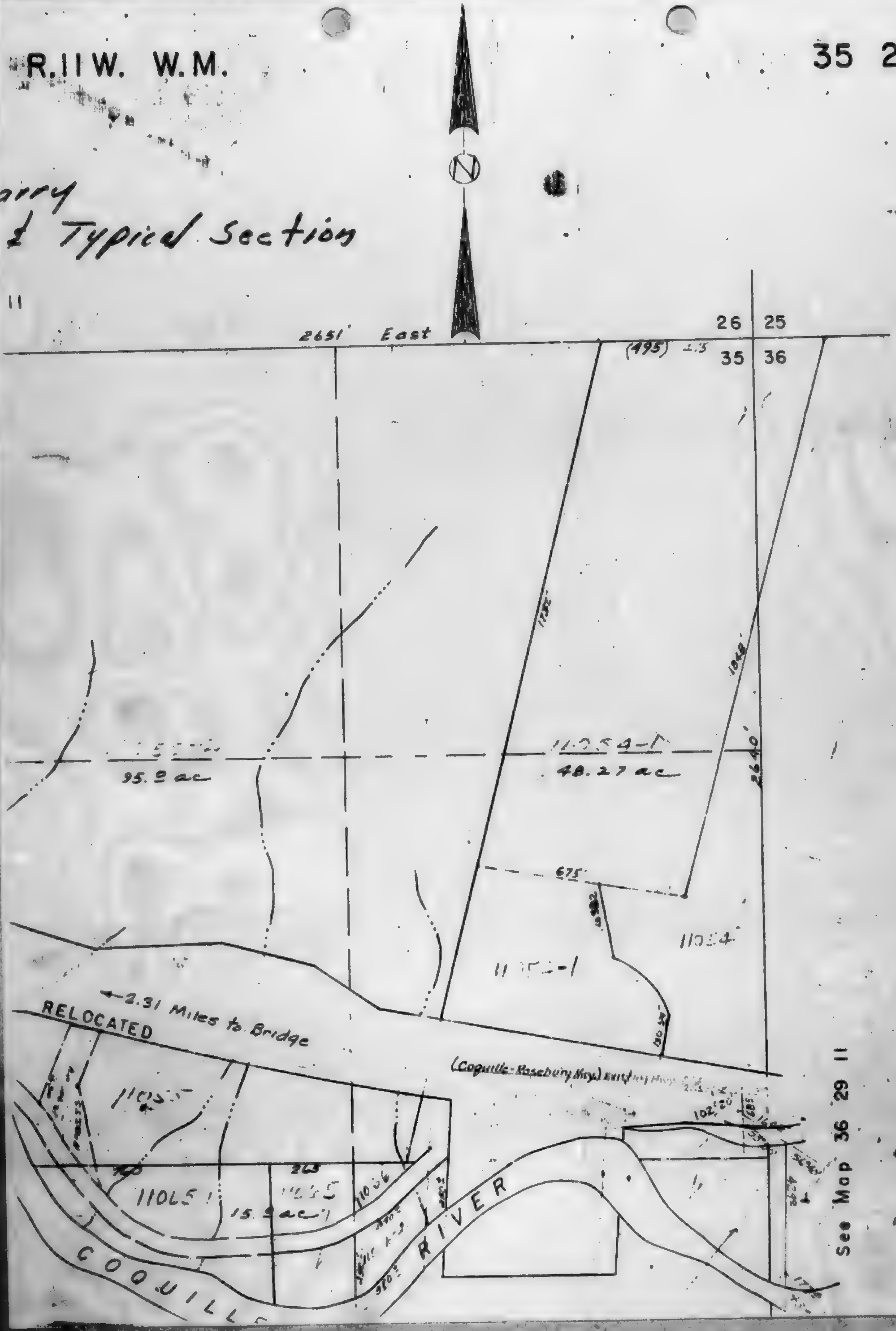
35.29.11

R.11W. W.M.

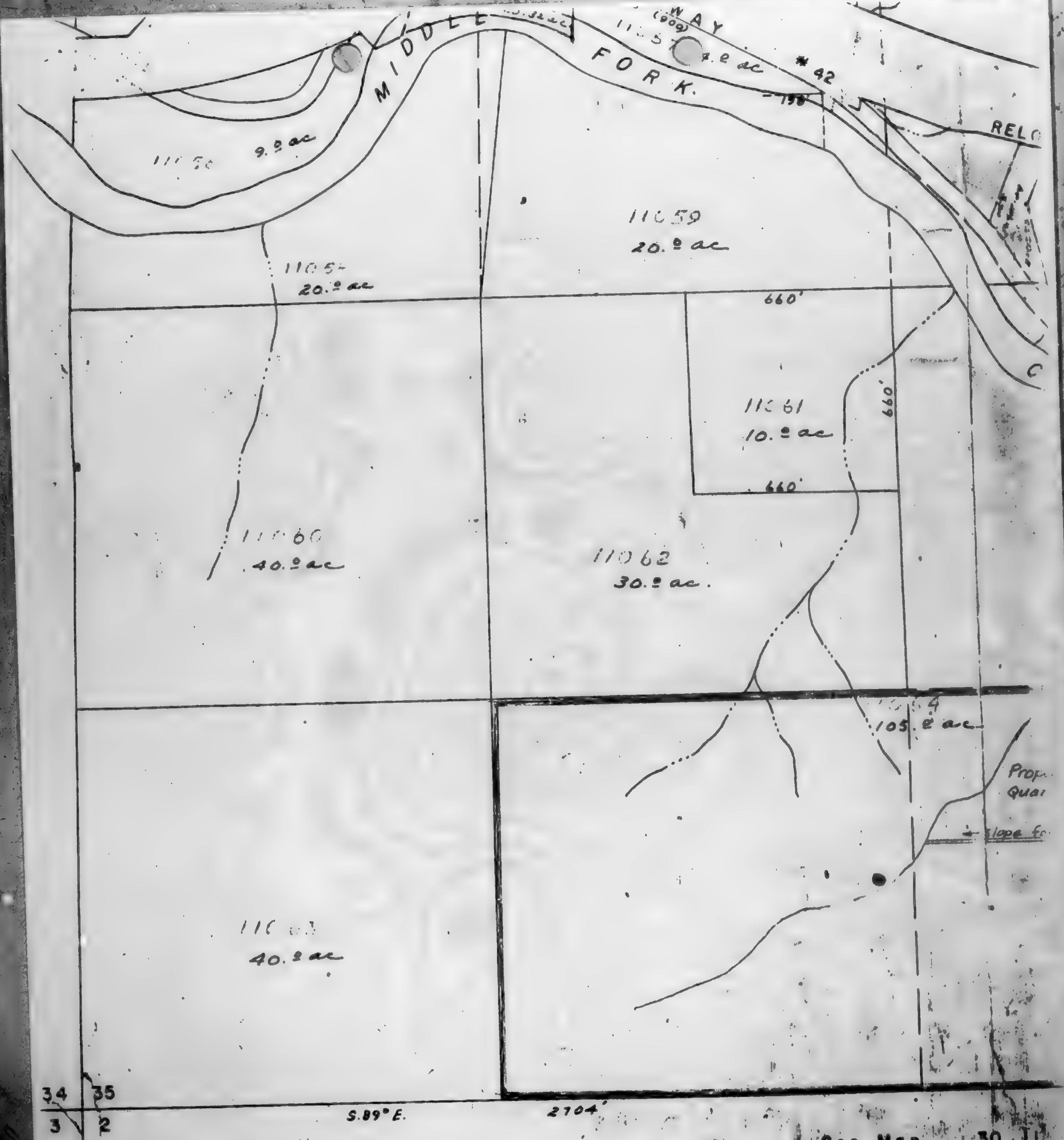
35 29 11

airy

& Typical Section


N
2651' East
26 25
35 36
(495) 2.5
1132'
1848'
2640'
11054-1
48.27 ac
95.9 ac
675'
11054
11054-1
←2.31 Miles to Bridge
RELOCATED
(Coquille-Roseburg Hwy.) existing Hwy.
102.20
11055
263
11065-1
11055
15.9 ac
11056
COQUILLE
RIVER

See Map 36 29 11

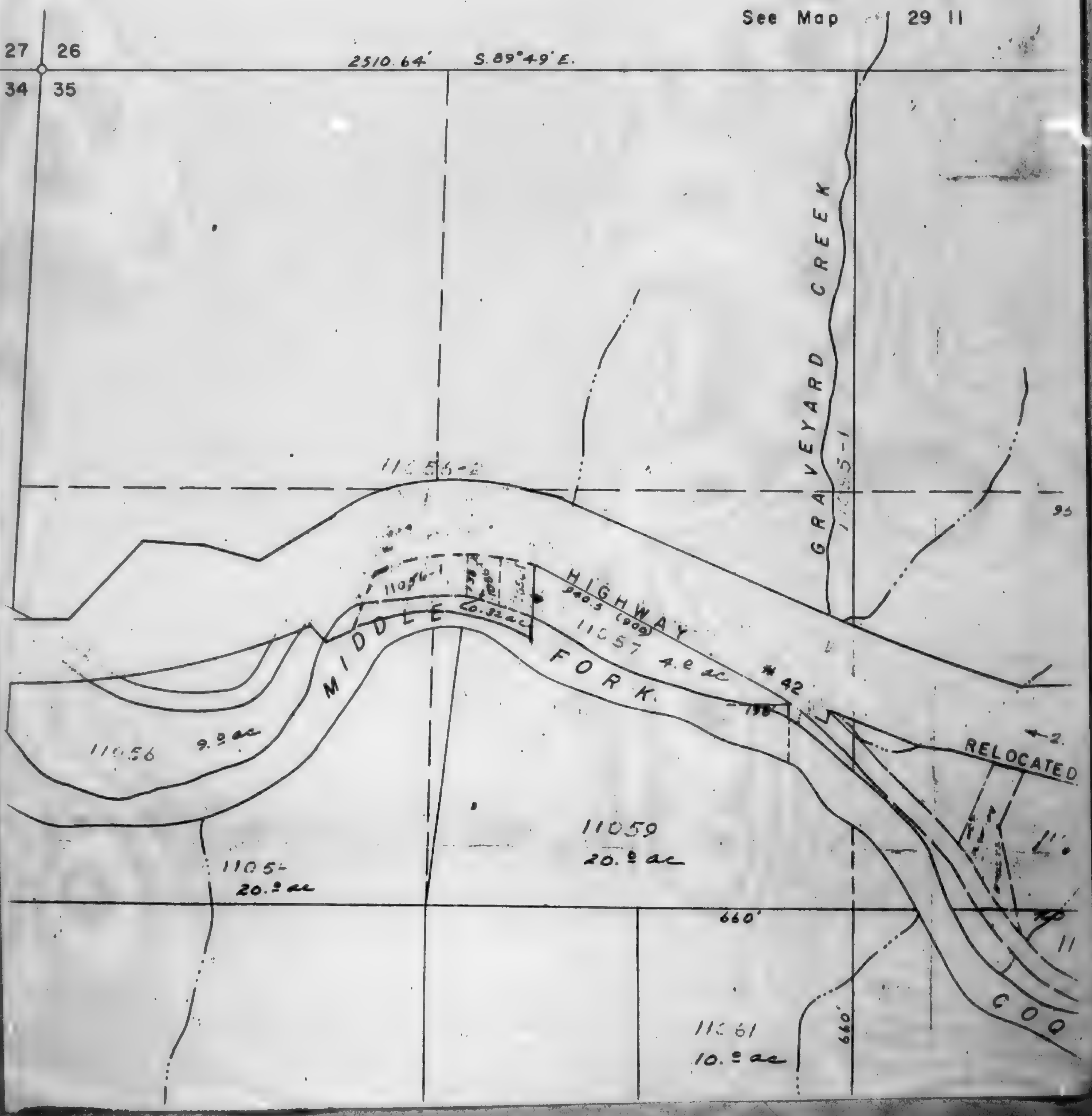


WAY
(909)
MIDDLE FORK.
★ 42
-150
RELO
11056 9.0 ac
11059 20.0 ac
11058 20.0 ac
660'
660'
11061 10.0 ac
660'
C
11060 40.0 ac
11062 30.0 ac
105.0 ac
Prop
Quar
Slope
11063 40.0 ac
34 35
3 2
S.89° E.
2704'
See Map 30

Section 35 T.29S. R.11W

Scale = 1" = 400'

Culver Quarry
Site Location & Typ


See Map 29 11
27
26
34
35
2510.64'
S.89°49'E.
GRAVEYARD CREEK
11056-2
11056-1
60.32 ac
HIGHWAY
940.5 (909)
MIDDLE FORK
11057 4.8 ac
42
198
11056 9.9 ac
RELOCATED
95
11059
20.0 ac
1105-
20.0 ac
660'
660'
11061
10.0 ac
COQ
11

70-8-51334

File 32406

Stock Pile Site
File No.
S 1335

# LEASE AND SALE OF ROAD MATERIALS

THIS INDENTURE, made and entered into this 14 day of May, 1970, by and between EVERETT D. CULVER aka Everett Culver and DORIS M. CULVER, husband and wife, hereinafter referred to as "Lessor", and STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "State";

WITNESSETH:

IN CONSIDERATION of the rent and sums hereinafter set out and the covenants and agreements hereinafter contained, Lessor and State agree as follows:

1. DESCRIPTION. Lessor has leased and does hereby lease and let to State all that tract or parcel of land situated in Coos County, State of Oregon, and particularly described as follows, to wit:

The $E\frac{1}{2}E\frac{1}{2}$ of Section 35, Township 29 South, Range 11 West, W.M., Coos County, Oregon, lying Southerly of the Coquille River. Also a 30 foot roadway easement from said parcel to connect to the Coos Bay-Roseburg Highway by the most feasible route, said road to be West of Belieu Creek, and located wholly in said $E\frac{1}{2}$ of $E\frac{1}{2}$ of Section 35, Township 29 South, Range 11 West, W.M.

EXCEPT therefrom that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded May 23, 1962 in Volume 293, Page 245, Book of Deeds, Coos County, Oregon.

2. TERM. This lease shall be for a 10 year period to commence on the 1st day of July, 1970, and terminate on the 30th day of June, 1980, with the option to renew said lease for a further term of Ten years, upon the same terms and conditions herein stated. Everett D. Culver Doris M. Culver
EDC DMC

3. RENT. State shall pay to Lessor as full and complete compensation for the period covered by this lease the sum of One thousand five hundred and no/100- - - - - DOLLARS, receipt of which is hereby acknowledged, and the further sum of Only ten cents - - - ~~DOLLARS~~, per cubic yard for all materials removed from this property, said consideration for materials to be payable quarterly and through the usual course of auditing claims against State. The measure for materials removed shall be made in the following manner: Cross section measurement of the completed stockpiles or as per highway bid schedule as set forth under Oregon State Highway Commission Standard Specifications of 1970, Section 350.81. Also if materials are removed by Highway Division trucks, they are to be paid for by Cubic Yard truck measurement.

Everett D. Culver Doris M. Culver
EDC DMC

4. TERMINATION. State for a part of the above consideration reserves the right to quit, relinquish, and give up the said premises at any time during the term, or during any period for which this lease may have been renewed by giving to the Lessor notice in writing.

5. ASSIGNMENTS. State shall not sublet said premises or any portion thereof, or assign this lease, without the written consent of Lessor.

6. ROAD MATERIALS. The premises are being leased for the purpose of procuring materials for road building and road maintenance, and State, its officers, agents,

hereinafter referred to as "State";

WITNESSETH:

IN CONSIDERATION of the rent and sums hereinafter set out and the covenants and agreements hereinafter contained, Lessor and State agree as follows:

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>
> EXCEPT therefrom that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded May 23, 1962 in Volume 293, Page 245, Book of Deeds, Coos County, Oregon.

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5. ASSIGNMENTS. State shall not sublet said premises or any portion thereof, or assign this lease, without the written consent of Lessor.

6. ROAD MATERIALS. The premises are being leased for the purpose of procuring materials for road building and road maintenance, and State, its officers, agents, employees, and contractors, hereby are authorized and empowered to go upon said premises and remove therefrom earth, rock, sand, gravel, or other materials and deposits found upon or under said premises; for such purposes Lessor hereby sells, transfers and assigns unto State all earth, rock, sand, gravel, or other materials or deposits on said premises suitable, needful, or necessary for road building and road maintenance purposes. No consideration other than that above expressed as payable during the term of this lease shall be due or payable for earth, rock, and other material herein sold and transferred.

Recorded on Map 9/21/70 JAR. a.1B

File 32406

70-8-51335

7. QUANTITIES. State may procure, take, and appropriate such materials in any manner and in any quantity that may meet the convenience or serve the purpose of State.

8. STOCKPILE AND STRUCTURES. A portion of said premises are leased and taken by State for the purposes of storing crushed rock, sand and gravel, and other road building materials and/or equipment and supplies, and it is further understood and agreed that State may erect and maintain on said premises such buildings or structures, or may place and install thereon machinery or equipment necessary in the use and employment of said premises by State in connection with highway construction and maintenance, including the acquisition and appropriation of materials. Any such structures and facilities placed or erected by the State, its representatives, agents, or contractors, shall at all times remain the property of the State and may be added to, removed, or destroyed at the option of the State.

9. CONDEMNATION. The making or execution of the within lease shall not be construed as a waiver or relinquishment of the power and right of State to acquire the property and all interests therein by the exercise of the power of eminent domain.

10. ADDITIONAL PROVISIONS:

a. It is also understood and agreed that no road materials other than those located on the property herein described shall be transported across the property.

b. It is further understood and agreed that the State shall have the right to joint usage of the existing logging roads on the herein described property.

c. State or its contractor to construct a gate or cattleguard at the river crossing to protect the Lessor's livestock.

11. SUCCESSORS. This lease and sale shall bind Lessor, his heirs, executors, administrators, successors and assigns.

In construing this instrument, whenever the context so requires, the masculine gender includes the feminine and neuter and the singular includes the plural.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures the day and year first above written.

This lease was approved by the Oregon State Highway Commission on July 7, 1970, at which time the Secretary for the Commission was authorized and directed to sign said lease for and on behalf of the Commission. Said authority is set forth in Volume 55, Page ________, Minute Book of the Oregon State Highway Commission.

Everett D. Culver (SEAL)
Everett D. Culver

Doris M. Culver (SEAL)
Doris M. Culver

APPROVED:

Assistant State Highway Engineer

APPROVED AS TO FORM:

F. C. McKinney
~~Chief~~ Counsel
Asst

STATE OF OREGON, by and through its
State Highway Commission

building materials and/or equipment and supplies, and it is further understood and agreed that State may erect and maintain on said premises such buildings or structures, or may place and install thereon machinery or equipment necessary in the use and employment of said premises by State in connection with highway construction and maintenance, including the acquisition and appropriation of materials. Any such structures and facilities placed or erected by the State, its representatives, agents, or contractors, shall at all times remain the property of the State and may be added to, removed, or destroyed at the option of the State.

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Everett D. Culver (SEAL)
Everett D. Culver

Doris M. Culver (SEAL)
Doris M. Culver

APPROVED:

Assistant State Highway Engineer

APPROVED AS TO FORM:

F. C. McKinney
~~Chief~~ Counsel
Asst

____________________
Staff Attorney

STATE OF OREGON, by and through its
State Highway Commission

By C. A. Head
~~Floyd Query~~, Secretary
Asst.

8756

8

ROBERT W. STRAUB
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

May 4, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

Aerial Power Line Relocation
Coos-Curry Electric Co-op
Remote Section
Coos Bay-Roseburg Highway
Coos County
Project No.

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Coos-Curry Electric Cooperative's facilities dated March 6, 1978, and a sketch showing their proposed relocation.

A certification prepared by Jack Ayres as to the Co-op's fights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Co-op was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and three crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Co-op's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $21,804.

Sincerely,

Original Signed By
D. E. Swan

D. E. Swan
Federal-Aid Engineer

RECEIVED
TECHNICAL SERVICES
MAY 4 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DES:JMC:da
enclosure
cc: E. S. Hunter
Jack M. Cartwright

8756 35

Salem, Oregon
April 6, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Plant Set Up Area
Remote Section
Coos Bay-Roseburg Highway

Frank D. Morrison
Resident Engineer

Enclosed are prints of the lease, agreements with the Bureau of Land Management and maps concerning the State Leased Stockpile Area near Remote. This has been suggested as a possible plant set up site for surfacing on the Remote Section. As was discussed in a phone conversation, it is necessary to show on the plan sheets the area that will be available to the contractor. Will you please go over this information and return a plan indicating this area.

DD:ab
cc: J. J. Gix

Versteeg
Christensen
George
Olsen
Turpin
Sullivan
Scott
Savage

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APR 10 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

8756 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 4, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project RF 29(24)
Sandy Creek Br. #482B
Remote Section-Coos County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

We approve the preliminary plans on the above structure submitted by Mr. Wallace's March 20 letter.

G. L. Green

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 6 '78
REFER TO
Hart

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

March 20, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Sandy Creek Bridge, No. 482B
Remote Section
Coos Bay-Roseburg Highway
Coos County

Enclosed are two prints of drawings 33246 and 32885 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the foundation report which includes the hydraulic report in the appendix.

The alignment and elevation are in accordance with the requirements established for this project. The length is required to span Sandy Creek. The width is required for two 12-foot traffic lanes, an 8-foot shoulder on the south side, and a 12-foot deceleration lane with a 4-foot shoulder on the north side. The structure could have varied in width because of the taper for the deceleration lane, but this would not have reduced the cost of the structure.

We studied a 3-span prestressed beam with a cast-in-place deck and a variable roadway width which was estimated to cost $271,000. The structure we selected is a 3-span prestressed slab bridge with a constant roadway width estimated to cost $268,000. The estimates are based on approximate quantities with an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

Walter J. Hart
Structural Design Engineer

L L Wallace
L. L. Wallace
Assistant Structural
Design Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
Alfred Shirley /w/ encl.

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MAR 23 '78
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FOR

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★ MAR 22 1978 ★
OREGON DIVISION

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 16, 1978

Richard Dorn

FROM: Richard Dorn
Standards Supervisor

SUBJECT: Remote Section
Coos Bay-Roseburg Highway
Coos County

TO: MEMO TO THE FILES

A plans in hand review was held on Tuesday, March 14, 1978, in Frank Morrison's office in Coquille. Participating were: Tom Lowe, F.H.W.A.; Frank Morrison Resident Engineer; Bill Sample, Final Design; Jim Butler, Specifications; Fred Yarbrough, Geology; Jim Gix, Region Construction Engineer; and, Dick Dorn, Final Design.

Several details were brought up and will require corrections or additions on the typical sections and plan sheets. These will be taken care of as soon as possible. Several other points were discussed but not decided upon. Jim Gix said he would like to see some type of seal specified to be placed on top of the cement treated base. The possibility of giving an alternate of PMBB or CTB for base was talked about. The subject of using filter cloth in conjunction with perforated drain pipes was brought up. Fairly extensive discussion was held regarding temporary erosion control measures. The most controversial part of temporary erosion control was on the construction and payment for temporary slope drains. It was suggested by Gix and Morrison that the existing stockpile area close to the covered bridge and the Remote store be shown as a possible plant setup site. The material source also received considerable attention. It was thought it would be good to show the Culver Quarry as a prospective source even though chances of its being used were small. It would introduce some competition and if it is used could open up a source of good surfacing material in the area. Tom Lowe would like some area planned for disposal of material from the old concrete Sandy Creek Bridge and for disposal of old asphalt surfacing from the existing highway. There is a question of whether the water system for the Jennings property should be taken care of under a right-of-way obligation or by the contractor.

This review has brought up a number of questions and given responsibility for answering them to those in attendance.

RD:ab

1 Versteeg ✓
2 Christensen DDL
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

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**STATE OF OREGON** **INTEROFFICE MEMO** 35

TO: D. O. Christensen
Final Design Engineer

DATE: February 17, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Approved Sign Study Plans
Remote Section
Coos Bay-Roseburg Highway
Coos County

Attached are two prints of the approved sign study plans for the above named section.

L. E. George
L. E. George
Traffic Engineer Supervisor

ELS:rw
Attachments

cc: Alfred Shirley, Jr. w/att.
F. T. Lacey w/att.

____ Versteeg ____
1 Christensen Doc
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Savage ____

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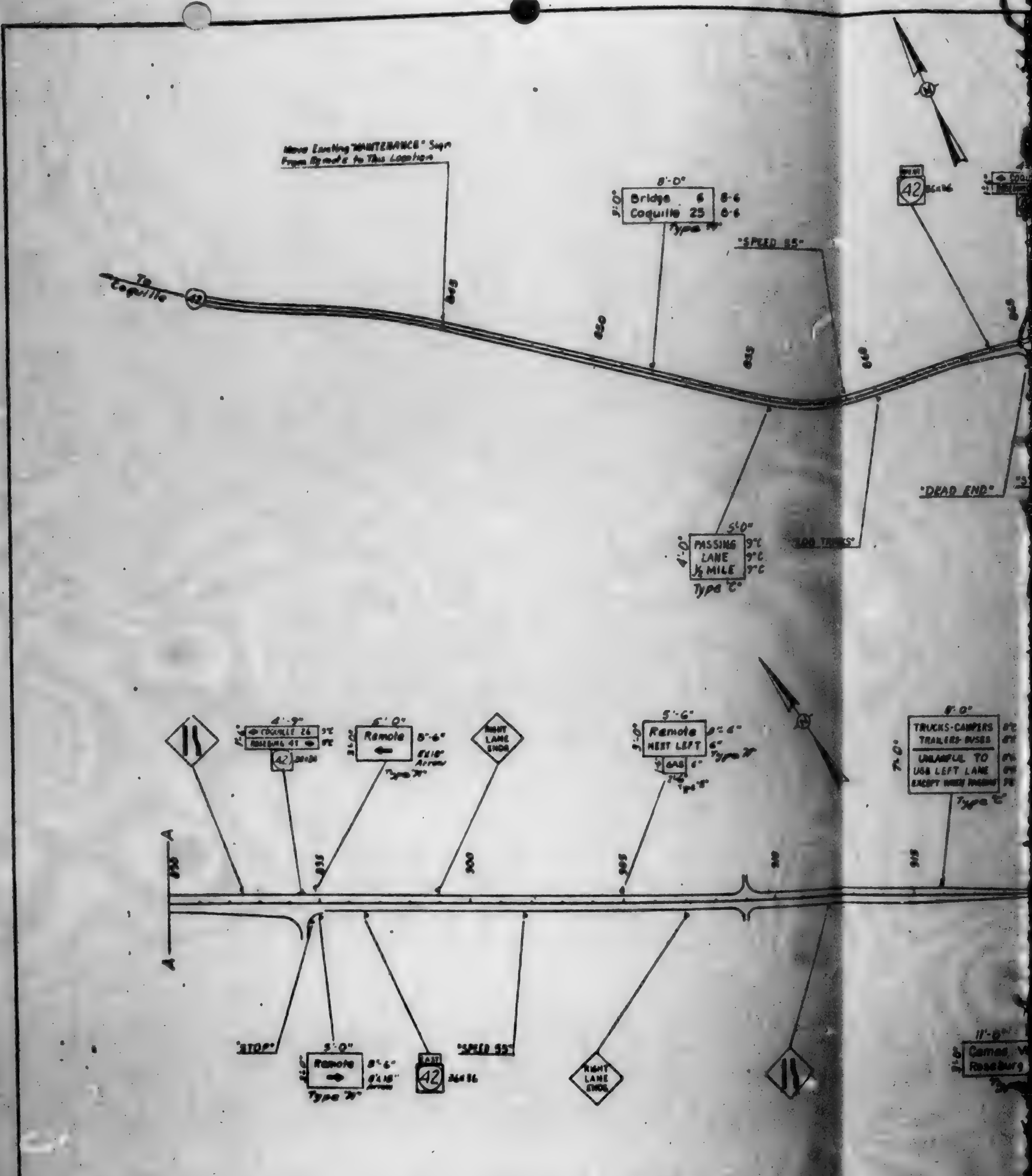
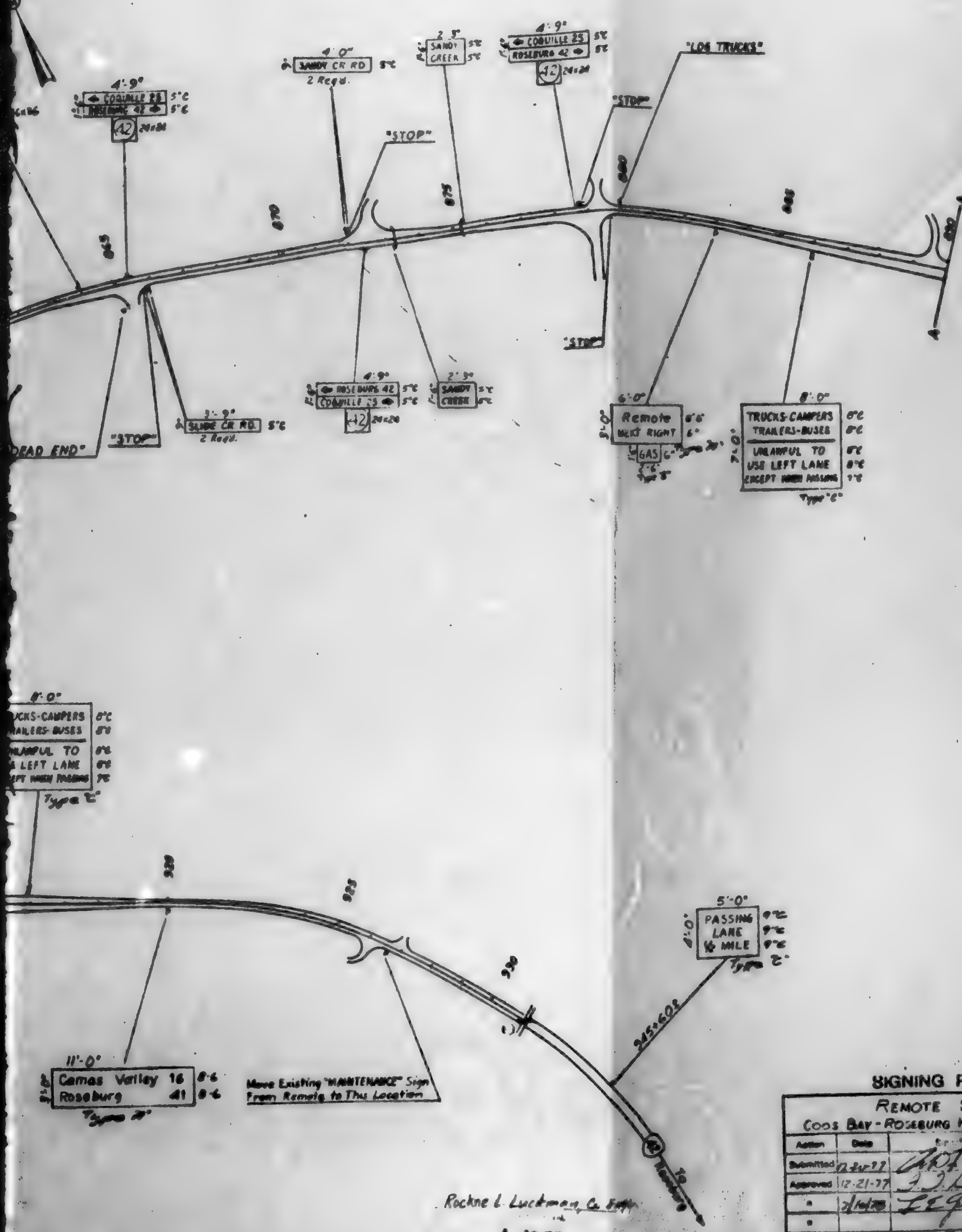
REFERRED TO
Beard NGB ____ Dorn ____
Cole ____ Sample ____
Britson ____ Watson ____
Hager ____ Lou ____
Return Discuss Do [✓ File] Copy Due ____
BY FINAL DESIGN ENGINEER
1 plan kept by Beard

61-125-1337


Move Existing "MAINTENANCE" Sign From Remote to This Location
To Coquille
42
8'-0"
Bridge 6
Coquille 25
8-6
6-6
Type "C"
"SPEED 55"
5'-0"
4'-0"
PASSING LANE ½ MILE
9"C
9"C
9"C
Type "C"
"500 TRUCKS"
"DEAD END"
42
A
A
4'-9"
COQUILLE 26
ROSEBURG 41
42
5'-0"
Remote
8"-6"
Type "A"
RIGHT LANE ENDS
5'-6"
Remote
NEXT LEFT
GAS
Type "A"
8'-0"
TRUCKS-CAMPERS
TRAILERS-BUSES
UNLAWFUL TO
USE LEFT LANE
EXCEPT WHEN PASSING
7'-0"
Type "C"
"STOP"
5'-0"
Remote
8"-6"
Type "A"
EAST
42
"SPEED 55"
RIGHT LANE ENDS
11'-0"
Camas V
Roseburg


4'-9"
◆ COQUILLE 25 5"C
ROSEBURG 42 ◆ 5"C
42 24x24
4'-0"
SANDY CR RD 5"C
2 Reqd.
"STOP"
2'-3"
SANDY 5"C
CREEK 5"C
4'-9"
◆ COQUILLE 25 5"C
ROSEBURG 42 ◆ 5"C
42 24x24
"STOP"
"LOG TRUCKS"
"STOP"
"DEAD END"
"STOP"
3'-9"
SLIDE CR RD. 5"C
2 Reqd.
4'-9"
◆ ROSEBURG 42 5"C
COQUILLE 25 ◆ 5"C
42 24x24
2'-3"
SANDY 5"C
CREEK 5"C
6'-0"
3'-0"
Remote 6"E
NEXT RIGHT 6"
GAS 6"
Type "B"
8'-0"
7'-0"
TRUCKS-CAMPERS 6"C
TRAILERS-BUSES 6"C
UNLAWFUL TO 6"C
USE LEFT LANE 6"C
EXCEPT WHEN PASSING 7"C
Type "C"
8'-0"
TRUCKS-CAMPERS 6"C
TRAILERS-BUSES 6"C
UNLAWFUL TO 6"C
USE LEFT LANE 6"C
EXCEPT WHEN PASSING 7"C
Type "C"
11'-0"
Camas Valley 16 8"-6
Roseburg 41 8"-6
Type "B"
Move Existing "MAINTENANCE" Sign From Remote to This Location
5'-0"
4'-0"
PASSING 9"C
LANE 9"C
½ MILE 9"C
Type "C"
945+60±
To Roseburg

Rockne L. Luckman Co. Engr.
1 20 78

SIGNING PROJECT

REMOTE SECTION

COOS BAY-ROSEBURG HWY. ~ COOS COUNTY

| Action | Date | Signature | Title |
|---|---|---|---|
| Submitted | 12-20-77 | | Traffic Control Engr. |
| Approved | 12-21-77 | J. J. Lacey | Sign Engineer |
| " | 2/14/78 | L. E. George | Traffic Engineer |
| " | | | Asst. Hwy. Engr. |
| Accepted | 2/17/78 | | FHWA |

8756

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FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

February 8, 1978

FROM: David W. Bryson
Hydraulics Specialist

David W. Bryson

SUBJECT: Remote Section
Coos Bay-Roseburg Highway
Coos County

TO: FILE

This report covers the crossing of Sandy Creek on the subject project. The proposed structure will replace an existing three-span, 140-foot RCDG structure on an improved alignment approximately 70 feet upstream from the existing structure.

## Hydrology

Sandy Creek is a north-south tributary of the Middle Fork Coquille River and drains an area of approximately 19.2 square miles. The floods of 1955 and 1964 are both estimated to have slightly exceeded the 100-year frequency, with the 1955 flood being the larger. Therefore, the 1955 flood was chosen as the design flood with an estimated discharge of 6000 cfs.

The following table summarizes exceedence frequencies of various peak discharges for Sandy Creek. Since Sandy Creek lies in an ungaged drainage basin, data available in the Hydraulics Manual was used to estimate the frequency vs. discharge relationship. The values determined are a reasonable average of values obtained by using the Corps of Engineers method and the State Engineer's method.

| Recurrence Frequency | Peak Flow |
|---|---|
| 10-year | 3700 cfs |
| 25-year | 4500 cfs |
| 50-year | 5300 cfs |
| 100-year | 6000 cfs |

## Hydraulic Design

Because of its proximity to the river, maximum highwater occurs when the Middle Fork Coquille River is at flood stage creating backwater in Sandy Creek. In 1955 highwater due to this backwater effect reached 238.0 feet (MSL) which was used as the design highwater elevation. It was assumed that a discharge of 6000 cfs corresponds to a highwater elevation of 238.0 feet (MSL).

Two alternate designs will be discussed below.

REFERRED TO
Beard 2 Dorn BED
Cole 1 Semple
Eriksen Watson
Hager Lau
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Vantage
2 Christensen
George
Olson
Terpin
Sullivan
Scott
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## Alternate 1

A stream channel with an unobstructed bottom width of 30 feet and 2:1 side slopes provides a waterway area of 1810 square feet under the design conditions. A three-span bridge spanning this opening would create approximately 0.1 feet of backwater under the design conditions.

## Alternate 2

A 105-foot single span structure with vertical abutments would create approximately 0.1 feet of backwater under the design conditions.

## Riprap

The abutment slopes of Alternate 1 should be protected with a 36-inch thick blanket of Class 700 riprap placed on 9-inch thick filter blanket. The filter blanket may be a well graded blanket of 4"-0 to 6"-0 river run gravel or 4"-0 to 6"-0 crushed rock. The riprap should have a toe trench and should be placed to a minimum elevation of 239.0 feet (MSL).

Alternate 2 would require riprap in the areas disturbed by the abutment construction. It should meet the same requirements mentioned above.

DWB:mc

cc Frank E. Terpin
W. J. Hart
Gary A. Potter
D. O. Christensen
Jack Davis
Alfred Shirley, Jr.

# HYDRAULIC DATA

| | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR (1955) |
|---|---|---|---|
| Discharge – cfs | 6000 | 6000 | 6000 |
| Discharge – $m^3/s$ | | | |
| Frequency – yrs. | 100 | 100 | 100 |
| H.W. Elevation Natural Channel ft. | 238º | 238º | 238º |
| H.W. Elevation Natural Channel m. | | | |
| H.W. Elevation Channel Change ft. | | | |
| H.W. Elevation Channel Change m. | | | |
| Average Velocity – fps | 3 | 3 | 3 |
| Average Velocity – mps | | | |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *Highwater elevations and average velocities are dependent upon the stage of the Middle Fork Coquille River.*

**OREGON STATE HIGHWAY DIVISION**
HYDRAULICS UNIT

*Sandy Creek Bridge*
*Coos Bay - Roseburg Hwy.*
*Coos County*

COMPILED BY: *Dave Bryson*

DATE: *February 3, 1978*

8756

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Salem, Oregon
December 23, 1977

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane Christensen
Final Design Engineer

Alfred Shirley
Region 3 Engineer

Material Source
Remote Section
Coos Bay-Roseburg Highway
Coos County

After investigation and discussion (including consulting by phone with Jim Gix) of the selection of a material source the following reccomendations and requests are being made:

1. Make use of the Culver Quarry and refer to it as a prospective source instead of a mandatory source in case unforeseen difficulty arises in its development.
2. Work out a development plan and a reclamation plan for the quarry including a method of access to it.
3. A request for a mining permit needs to be initiated.
4. The Environmental Section should be consulted in order to clear the developmental portion and also in particular to clear the access crossing of the river.

Since this project is scheduled for letting in the near future prompt attention would be appreciated on the above requests.

RD:jh
cc: Gary Potter
W. H. Sample
Don Trout

✓ [illegible]
Christensen
George
Olson
Sample
Sullivan
Scott
[illegible]

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DEC 23 1977
ENGINEERING SECTION

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8756

STATE OF OREGON

INTEROFFICE MEMO 35

DATE: December 22, 1977

TO: Alfred Shirley, Jr.
Region 3 Engineer

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Study Plans
Remote Section
Coos Bay-Roseburg Hwy.
Coos County

There are attached six copies of our sign study plans showing proposed sign installations on the above named section.

Will you please review these plans in the usual manner and give us your comments and recommendations. Also will you please submit two copies to the County for its review. The County should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for eventual return to this office.

Please review the signing for Slide Creek Road at Sta. 865+00 to determine if the road name and "DEAD END" signs are appropriate.

May we have your reply by January 13, 1978, to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:rw
Attachments

cc: D. O. Christensen w/att.
F. T. Lacey w/att.

REFERRED TO
✓ Beard WEB — Dorn
Cole — Sample
Erikson — Watson
Hager — Lou
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER
Plan retained by Beard

Versteeg
I Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Savage

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81-125-1367

8756

[redacted]

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
ROSEBURG, OREGON 97470
December 13, 1977

REFERRED TO
FILE: 2
Board ____ Dorn ____
Cole ____ 1 Sample ____
Eriksen ____ Watson ____
Hager ____ Lau ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Elliott Parker

FROM: ELLIOTT PARKER
Regional Geologist

TO: ALFRED SHIRLEY, Jr.

SUBJECT: MATERIAL SOURCE PROSPECTS
Remote Section
Coos Bay-Roseburg Highway
Coos County

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Bring Up __/__/__
Action ____
Vernon ____
Ortman ____
George ____
Olson ____
Terpin ____
Sullivan ____
Scott ____
Vega ____

A survey of potential material sources for production of aggregate to be used on this project include the following:

1) #6-117-3 Culver Quarry which is D.O.T. controlled (existing lease-calls for 10¢/yard royalty) is semi-undeveloped, access to be via low water bridge and over partially developed road to a work area that has been core drilled and sampled for possible use on this project (lab. #75-19956). A conservative estimate of 150,000 cubic yards of rock that is dense, close-jointed, and suitable for production of specification aggregate has been made for this prospect.

It is approximately three (3) miles west of the west end of the project.

Note: The 10¢/yd$^3$. royalty and the proximity to the project should serve as inducements for a contractor to use this source. The terms of the lease provides use of a portion of the $E\frac{1}{2}E\frac{1}{2}$ of section 35, township 29 South Range 11 West of the Willamette Meridian as plant and stockpile sites (details of site selection and development to be negotiated between contractor and property owner).

2) #6-46-3 Kincheloe Quarry SW$\frac{1}{4}$, Section 36, T.29S., R.11W. 2.5 miles west of the west end of project. Is a developed commercial quarry which is represented by laboratory samples #77-3156, 77-3638, and 77-4341. The samples were representative of material used for production of base, shoulder, and C.T.B. aggregate on the Slater Creek to Mystic Creek Section of the Coos Bay-Roseburg Highway. There appears to be adequate quantity of rock available at this site, however maintaining the quality of material for production of standard O.D.O.T. specification aggregate will be a problem due to alteration zones in the quarry.

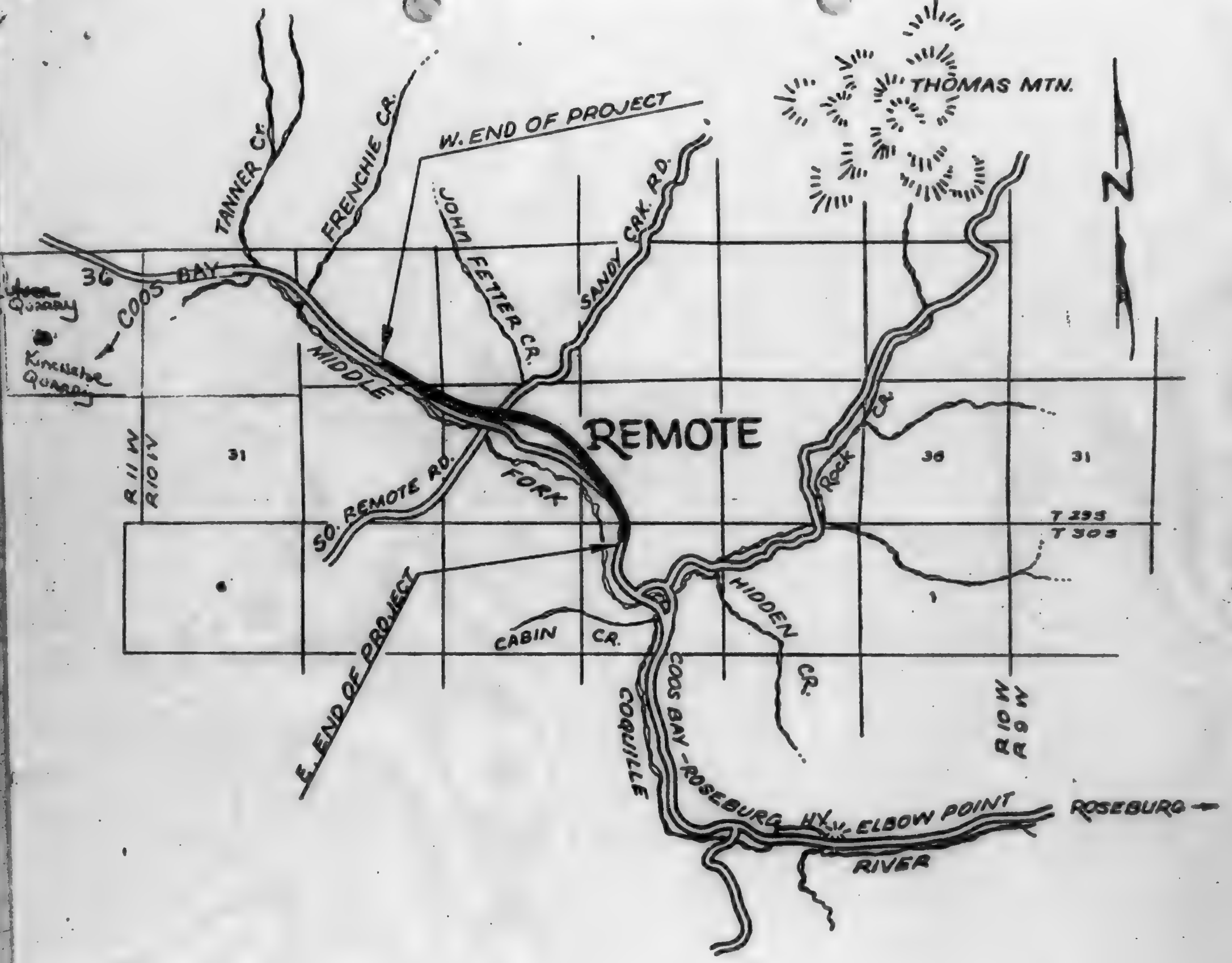
3) #6-19-3 Sugar Loaf Quarry--O.D.O.T. Owned-- Existing source of rock borrow. Laboratory #75-3258 represents a sample of the relatively unweathered main body of rock from this site. There is no room for a plant or stockpile site, blasting next to the highway would be a problem and this site is approximately 13.6 miles west of the west end of the project.

Recommendation: This appears to be a fine time to get our Culver Quarry Prospect developed. There is an adequate quantity of good rock and our Maintenance Section would benefit by the improved access to an existing quarry rather than a prospect. I therefore suggest that the Culver Quarry be listed as a Mandatory Source for this project.

c.c. J.H. Versteeg
Frank Morrison
file

OK/Kel

CC: J.H. Versteeg. I would suggest "Planned Source" or Commercial using Culver as Planned Source


THOMAS MTN.
N
W. END OF PROJECT
TANNER Cr.
FRENCHIE CR.
JOHN FETTER CR.
SANDY CRK. RD.
36
COOS BAY
Quarry
Kincheloe Quarry
MIDDLE
FORK
REMOTE
R 11 W
R 10 W
31
SO. REMOTE RD.
Rock Cr.
36
31
T 29 S
T 30 S
1
HIDDEN CR.
CABIN CR.
E. END OF PROJECT
COQUILLE
COOS BAY-ROSEBURG HY.
ELBOW POINT
RIVER
ROSEBURG →
R 10 W
R 9 W

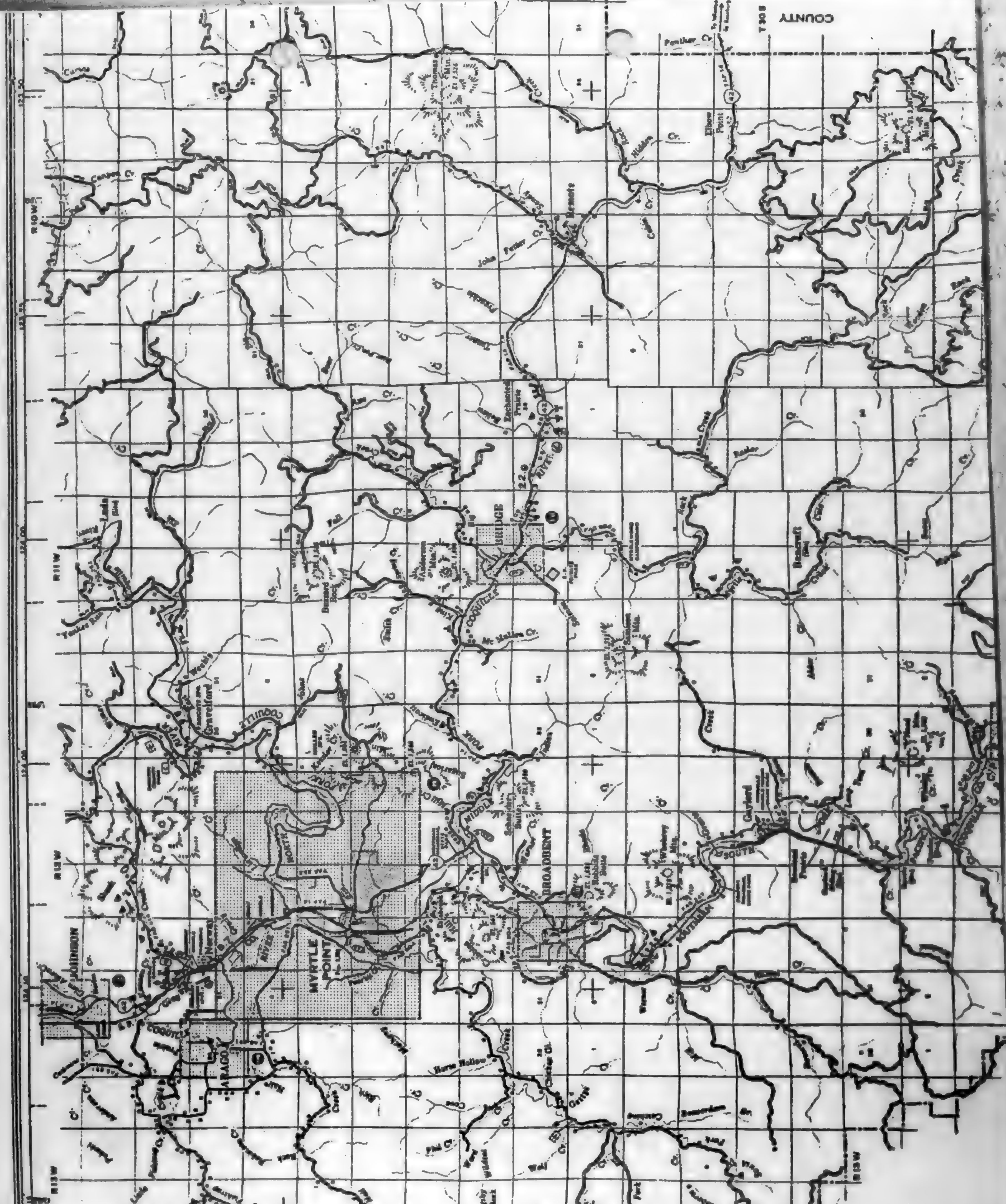
## PROJECT LOCATION

# Remote Section

## Coos Bay-Roseburg Highway

### COOS COUNTY

FIGURE 2

COUNTY
T29S
Remote
BRIDGE
Gravelford
MYRTLE POINT
BROADBENT
Gaylord
ARAGO
JOHNSON
Norway
COQUILLE
MIDDLE FORK
NORTH
SOUTH
R10W
R11W
R12W
R13W
Elbow Point
Panther Cr.
Hidden Cr.
John Foster Cr.
Fall Cr.
McMullen Cr.
Horse Hollow
Phil Cr.
Wolf Cr.
Rowland Cr.
Camas Cr.
Catching Cr.
Grady Butte
Bancroft
42

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

## SAMPLE DATA AND LABORATORY TEST REPORT

☑ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 9400
LABORATORY REPORT NUMBER 75-19956 ①

## SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Slater Cr. – Mystic Creek
Prefix No.: 10-1730-910
Highway: ~~Roseburg~~ Coos Bay - Roseburg
Contract No.:
County: Coos
Res. Engr.: A.W. Bates
F.A. Proj. No.: 9-11-75
Contractor:
Submitted by: Elliott Parker
Sampled by: Elliott Parker
Date Sampled: 9-16-75

Sample No.: 1
Quantity Represented: 100,000 Cu. Yards
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Pit Run — Quarry Rock
INTENDED USE: Aggregate Base & A.C. Aggregate Production
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: #6-117-3 Culver Quarry Prospect
SAMPLED AT: ~~Culver Quarry Prospect #6-117-3~~ Out Crop
REMARKS:
Weather
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

1-Sack

SIEVE ANALYSIS ☐ T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

| Sieve Size | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| | | | | |

Total wt. of sample =
☐ OSHD Asphalt ____%
☐ T-27 P#10 of P¼ ____%
☐ T-11 P200 ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 3.01
☐ T-84 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☑ T-85 Sp. Gravity, Appar. 3.05 Bulk 2.79 Absorp. 3.05
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 4.20 ¾-⅜ 13.10 ⅜-4 25.97 Ave. C.A. 13.42
4-8 14.10 8-16 10.10 16-30 6.30 Ave. F.A. 9.00
30-50 5.80 50-100 ____ Ledge Rock ____
☒ OSHD DEGRAD Ht. 2.7 in. P20 13.5 % Ref. Ht. ____ in. P20 ____
RETAINED ½ Ht. 1.8 in. P20 15.2 % Ref. Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING A 3.85 Percent Wear 17.0
☒ T-89 LIQUID LIMIT 24 ☒ T-90 PLASTICITY INDEX NP
☒ OSHD SAND EQUIVALENT 33/6.5 = 51
☒ T-182 ASPH. STRIP BRAND [illegible] Grade 2000 Coated 95+
ADDITIONAL TESTS: SSD T-85 = 2.87

Material represented by this sample Does ☑ Does not ☐ comply with specifications.
REMARKS:

Date Received 9-18-75
Date Reported 10-9-75
Lab. Charges $165.00

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Region Engineer
X ☐ Resident Engineer Bates
☐ District Engineer
☐ Geology and Soils
X ☐ Reg. Geologist Parker
XX ☐ Files

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

Oregon State
HIGHWAY DIVISION
Materials Section
81-731-3980

## SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 12406
LABORATORY REPORT NUMBER
11 4341 ③

### SAMPLE DATA

Page 1

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

oject: SLATER CR. - MYSTIC CR.
ghway: ROSEBURG - COOS BAY
ntractor: LADD CONST.
bmitted by: AW BATES
Contract No.:
Res. Engr.: AW BATES
Sampled by: NS DAVIS
Prefix No.: 10-1059-
County: DOUGLAS
F.A. Proj. No.:
Date Sampled: 5-13-77
FIELD CONTROL TEST NUMBER:

Sample No.: 1D
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒

GREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Quarry Rock
TENDED USE: BASE, SHOULDER, CTB
ARRY OR GRAVEL LOCATION AND IDENTIFICATION/NUMBER: KINCHLOE # 6-46-3
MPLED AT: Crusher after Scalping Screen
MARKS:
eather: Damp.
Avg. thickness

L.L. ______%
P.I. ______%
P#10 of P¼ ______%
Fracture ______%
S.E. ______
F.F. ______
Asphalt ______%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

### LABORATORY REPORT

SIEVE ANALYSIS ☑ T-11 ~~Mod~~ ☑ T-27 ☐ T-30

☐ OSHD % FRACT

| Sieve Size | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 6 | 0 | 0 | 100 | |
| 5 | 23 | 23 | 77 | |
| 4 | 20 | 43 | 57 | |
| 3 | 14 | 57 | 43 | |
| 2 | 21 | 78 | 22 | |
| 1½ | 15 | 93 | 7 | |
| 1 | 6 | 99 | 1 | |
| -1 | 1 | 1 | | |

Total wt. of sample = [illegible]
☐ OSHD Asphalt ______%
☐ T-27 P#10 of P¼ ______%
☑ T-11 P200 ______%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ______ COMPACT ______
COMB: ______% THIS SAMPLE ______% LAB. No. ______ = ______
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
T-84 Sp. Gravity, Appar. ______ Bulk ______ Absorp. ______
T-85 Sp. Gravity, Appar. ______ Bulk ______ Absorp. ______
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ______ ¾-⅜ ______ ⅜-4 ______ C.A. ______
4-8 ______ 8-16 ______ 16-30 ______
30-50 ______ 50-100 ______ Ledge Rock ______ F.A. ______
OSHD DEGRAD Ht. ______ in. P20 ______% Ref. Ht. ______ in. P20 ______
RETAINED 1" Ht. ______ in. P20 ______% Ref. Ht. ______ in. P20 ______
T-96 ABRASION GRADING ______ Percent Wear ______
T-89 LIQUID LIMIT ______ T-90 PLASTICITY INDEX ______
OSHD SAND EQUIVALENT ______
☐ T-182 ASPH. STRIP BRAND ______ Grade ______ Coated ______
ADDITIONAL TESTS:

Material represented by this sample Does ☑ Does not ☐ comply with specifications.

REMARKS:

Date Received 5-17-77
Date Reported 6/3/77
Lab. Charges $ 363⁰⁰

JUN 8 1977

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer Bates
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist Elliott Parker
☐ Files
Jackmond
Roy E. Ladd, Inc.

John C. Jenkins
Engineer of Materials

STRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff

ate
IVISION
Section

## SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 12406
LABORATORY REPORT NUMBER
T1 4341

## SAMPLE DATA

Page 2

E TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

SLATER CR. - MYSTIC CR.
way: ROSEBURG - COOS BAY
tractor: LADD CONST.
mitted by: AW BATES
Contract No.:
Res. Engr.: AW BATES
Sampled by: HS DAVIS
Prefix No.: 10-1053-
County: DOUGLAS
F.A. Proj. No.:
Date Sampled: 5-13-77

ample No.: 1
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒
FIELD CONTROL TEST NUMBER:

REGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Quarry Rock
NDED USE: BASE, SHOULDER, CTB
RRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: KINCHLOE 6-46-3
PLED AT: Crusher after Scalping Screen
ARKS:
ther Damp. Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
T-11 Mod. ☑ T-27 ☐ T-30 ☐ OSHD % FRACT

| ve Size | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| Material | Crushed | To | the | |
| following | Gradation | | | |
| 1/2 | 0 | 0 | 100 | |
| 1/4 | 36 | 36 | 64 | |
| 3/4 | 18 | 54 | 46 | |
| 1/2 | 10 | 64 | 36 | |
| 3/8 | 6 | 70 | 30 | |
| 1/4 | 9 | 79 | 21 | |
| 4 | 6 | 85 | 15 | |
| 10 | 7 | 92 | 8 | |
| 40 | 5 | 97 | 3 | |
| 00 | 1.9 | 98.9 | 1.1 | |
| 200 | 1.1 | 100 | | |

tal wt. of sample =
OSHD Asphalt %
T-27 P#10 of P½ %
T-11 P200 1.4 %

☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ T-84 Sp. Gr. Bulk 2.71 SSD 2.80 Appar. 2.98 Absorp. 3.37
☑ T-85 Sp. Gr. Bulk 2.91 SSD 2.94 Appar. 3.00 Absorp. 0.97
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS 11.0
1½-¾ 0.21 ¾-⅜ 0.88 ⅜-4 3.43 C.A. 1.50
4-8 4.7 8-16 3.2 16-30 4.3 30-50 5.3 F.A. 4.38
☑ OSHD DEG. Ht. 4.5 in. P20 11.8 % Ref. Ht. 4.0 in. P20 11.5
¼-0 Ht. 3.3 in. P20 10.2 %
☑ T-96 ABRASION GRADING A Percent Wear 10.73
☑ T-89 LIQUID LIMIT 18 ☑ T-90 PLASTICITY INDEX NP
☑ OSHD SAND EQUIVALENT 3.3/9.8 = 34
☐ T-182 ASPH. STRIP BRAND Grade Coated
☑ T-112 Friable Particles 1½-¾ 0.48 ¾-⅜ 0.40
⅜-4 0.30 4-16 0.50
☐ T-113 Light Weight Particles C.A. F.A.
ADDITIONAL TESTS:

- ☐ FHWA
- ☐ Construction Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Geology and Soils
- ☐ Reg. Geologist
- ☐ Files

1 8 1977

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 5-12-77
Date Reported
Lab Charges $ Page 2

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
81-734-3660

## SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 63798
LABORATORY REPORT NUMBER
11 3156 ③

## SAMPLE DATA

Page I

ICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ject: Slater Creek - Mystic Creek
hway: Coos Bay - Roseburg
tractor: Roy E. Ladd, Inc.
mitted by: A.W. Bates
Contract No.: 8310
Res. Engr.: A.W. Bates
Sampled by: Crouch & Bates
Prefix No.: 10-1059
County: Douglas
F.A. Proj. No.: RF-DP-29(26)
Date Sampled: 4/12/77

ample No.: 9
Quantity Represented: 40,000 C.Y.
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

REGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Quarry Rock
ENDED USE: C.T.B. & Shldr.
RRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #6-46-3
PLED AT: N.E. Quadrant of Quarry
ARKS:
ther
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
T-11 ☒ T-27 ☐ T-30 ☐ OSHD % FRACT

| eve ze | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 7 | 0 | 0 | 100 | |
| 6 | 11 | 11 | 89 | |
| 5 | 27 | 38 | 62 | |
| 4 | 29 | 67 | 33 | |
| 3 | 16 | 83 | 17 | |
| 2 | 10 | 93 | 7 | |
| 1 1/2 | 1 | 94 | 6 | |
| 1 | 2 | 97 | 3 | |
| -1" | 3 | 100 | | |

otal wt. of sample = 77.67 Kg
OSHD Asphalt %
T-27 P#10 of P¼ %
T-11 P200 %

☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gr. Bulk SSD Appar. Absorp.
☐ T-85 Sp. Gr. Bulk SSD Appar. Absorp.
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ¾-⅜ ⅜-4 C.A.
4-8 8-16 16-30 30-50 F.A.
☐ OSHD DEG. Ht. in. P20 % Ref. Ht. in. P20
¼-0 Ht. in. P20 %
☐ T-96 ABRASION GRADING Percent Wear
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☐ OSHD SAND EQUIVALENT
☐ T-182 ASPH. STRIP BRAND Grade Coated
☐ T-112 Friable Particles 1½-¾ ¾-⅜ ⅜-4 4-16
☐ T-113 Light Weight Particles C.A. F.A.
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 4/13/77
Date Reported 5/16/77
Lab. Charges $ 319.80

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer Bates
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist Elliott Parker
☐ Files
Roy E. Ladd, Inc.

MAY 17 1977

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
81-734-3880

# SAMPLE DATA
AND
# LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 63798
LABORATORY REPORT NUMBER
J1 3156

## SAMPLE DATA

Page II

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ject: Slater Creek - Mystic Creek
hway: Coos Bay - Roseburg
tractor: Roy E. Ladd, Inc.
mitted by: A.W. Bates
Contract No.: 8310
Res. Engr.: A.W. Bates
Sampled by: Crouch & Bates
Prefix No.: 10-1059
County: Douglas
F.A. Proj. No.: RF-DP-29(26)
Date Sampled: 4/12/77

ample No.: 9
Quantity Represented: 40,000 C.Y.
Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
FIELD CONTROL TEST NUMBER:

REGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Quarry Rock
ENDED USE: C.T.B. & Shldr.
RRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #6-46-3
PLED AT: N.E. Quadrant of Quarry
ARKS:
ather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
T-11 mod. ☑ T-27 ☐ T-30 ☐ OSHD % FRACT

| ieve Size | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| Material Crushed to the | | | | |
| following Gradation | | | | |
| /2 | 0 | 0 | 100 | |
| 1 | 27 | 27 | 73 | |
| /4 | 16 | 43 | 57 | |
| /2 | 12 | 55 | 45 | |
| 3/8 | 7 | 62 | 38 | |
| /4 | 9 | 71 | 29 | |
| 4 | 6 | 77 | 23 | |
| 10 | 9 | 86 | 14 | |
| 40 | 8 | 94 | 6 | |
| 200 | 3.9 | 97.9 | 2.1 | |
| 200 | 2.1 | 100 | | |

otal wt. of sample = 76.58
OSHD Asphalt %
T-27 P#10 of P¼ %
T-11 P200 2.9 %

☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No. =
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ T-84 Sp. Gr. Bulk 2.54 SSD 2.66 Appar. 2.89 Absorp. 4.6
☑ T-85 Sp. Gr. Bulk 2.80 SSD 2.84 Appar. 2.92 Absorp. 1.50
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS Ave.
1½-¾ 13.99 ¾-⅜ 19.71 ⅜-4 7.93 C.A. 13.88
4-8 11.2 8-16 10.0 16-30 7.0 30-50 7.8 F.A. 9.00
☑ OSHD DEG. Ht. 3.4 in. P20 17.3 % Ref. Ht. 1.9 in. P20 15.7
¼-0 Ht. 6.5 in. P20 14.9 %
☑ T-96 ABRASION GRADING A Percent Wear 22.45
☑ T-89 LIQUID LIMIT 20 ☑ T-90 PLASTICITY INDEX NP
☑ OSHD SAND EQUIVALENT 3.2/12.1 = 27
☐ T-182 ASPH. STRIP BRAND Grade Coated
NA T-112 Friable Particles 1½-¾ ¾-⅜ ⅜-4 4-16
☐ T-113 Light Weight Particles C.A. F.A.
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐
REMARKS:

Date Received 4/18/77
Date Reported
Lab Charges $ Page 2

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
61-731-3390

# SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 63799
LABORATORY REPORT NUMBER
T1 3638 ②

## SAMPLE DATA

Page 1 of 2

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

ject: Slater Creek - Mystic Creek
hway: Coos Bay - Roseburg
tractor: Roy E. Ladd, Inc.
mitted by: A.W. Bates

Contract No.: 8310
Res. Engr.: A.W. Bates
Sampled by: Stephen D. Crouch

Prefix No.: 10-1059
County: Douglas
F.A. Proj. No.: RF-DP-29(26)
Date Sampled: 4/28/77

Sample No.: 10
Quantity Represented: 100,000 C.Y.
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒

FIELD CONTROL TEST NUMBER:

GREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: Quarry Rock
ENDED USE: C.T.B. & Shoulder Rock
ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #6-46-3, Kincheloe Quarry
MPLED AT: South side of quarry
MARKS:
ather Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS

☐ T-11 ☑ T-27 ☐ T-30 ☐ OSHD % FRACT

| Sieve Size | Percent Retained | Percent Accum | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| 7 | 0 | 0 | 100 | |
| 6 | 10 | 10 | 90 | |
| 4 | 45 | 55 | 45 | |
| 3 | 32 | 87 | 13 | |
| 2 | 8 | 95 | 5 | |
| 1 1/2 | 2 | 97 | 3 | |
| 1 | 1 | 98 | 2 | |
| 3/4 | 1 | 99 | 1 | |
| -3/4 | 1 | 100 | | |

Total wt. of sample = 70.37 Kg

OSHD Asphalt ____%
T-27 P#10 of P¼ ____%
T-11 P200 ____%

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ T-84 Sp. Gr. Bulk ____ SSD ____ Appar. ____ Absorp. ____
☐ T-85 Sp. Gr. Bulk ____ SSD ____ Appar. ____ Absorp. ____
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____ 30-50 ____ F.A. ____
☐ OSHD DEG. Ht. ____ in. P20 ____% Ref. Ht. ____ in. P20 ____
¼-0 Ht. ____ in. P20 ____%
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☐ OSHD SAND EQUIVALENT ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
☐ T-112 Friable Particles 1½-¾ ____ ¾-⅜ ____
⅜-4 ____ 4-16 ____
☐ T-113 Light Weight Particles C.A. ____ F.A. ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.
REMARKS:

Date Received 5/2/77
Date Reported 5/18/77
Lab. Charges $363.00

☐ FHWA
☒ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Bates
☐ District Engineer
☐ Geology and Soils
☒ Reg. Geologist Elliott Parker
☒ Files
☒ Roy E. Ladd, Inc.

MAY 19 1977

John C. Jenkins
Engineer of Materials

[illegible] Forward White [illegible] to Materials Laboratory Salem Blue to Resident Engineer [illegible] retain Buff

n State
AY DIVISION
aterials Section
34-3480

## SAMPLE DATA
AND
## LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: 63799
LABORATORY REPORT NUMBER
11 3638

## SAMPLE DATA

Page 2

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

| | | |
|---|---|---|
| ject: Slater Creek - Mystic Creek | | Prefix No.: 10-1059 |
| hway: Coos Bay - Roseburg | Contract No.: 8310 | County: Douglas |
| tractor: Roy E. Ladd, Inc. | Res. Engr.: A.W. Bates | F.A. Proj. No.: RF-DP-29(26) |
| mitted by: A.W. Bates | Sampled by: Stephen D. Crouch | Date Sampled: 4/28/77 |

mple No.: 10
Quantity Represented: 100,000 C.Y.
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒
FIELD CONTROL TEST NUMBER:

REGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:
Quarry Rock
ENDED USE:
C.T.B. & Shoulder Rock
ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
Source #6-46-3, Kincheloe Quarry
PLED AT:
South side of quarry
ARKS:
ather
Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
☐ T-11 ☑ T-27 ☐ T-30 ☐ OSHD % FRACT

| ieve ize | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| Material Crushed to the | | | | |
| following gradation | | | | |
| 1½ | 0 | 0 | 100 | |
| 1 | 34 | 34 | 66 | |
| 3/4 | 17 | 51 | 49 | |
| 1/2 | 12 | 63 | 37 | |
| 3/8 | 7 | 70 | 30 | |
| 1/4 | 10 | 80 | 20 | |
| 4 | 5 | 85 | 15 | |
| 10 | 7 | 92 | 8 | |
| 40 | 4 | 96 | 4 | |
| 200 | 2.8 | 98.8 | 1.2 | |
| P200 | 1.2 | 100 | | |

otal wt. of sample = 70.1 kg
OSHD Asphalt ____ %
T-27 P#10 of P¼ ____ %
T-11 P200 1.5 %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ T-84 Sp. Gr. Bulk 2.69 SSD 2.78 Appar. 2.93 Absorp. 3.03
☑ T-85 Sp. Gr. Bulk 2.92 SSD 2.95 Appar. 3.02 Absorp. 1.16
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS Ave.
1½-¾ 1.37 ¾-⅜ 1.97 ⅜-4 3.63 C.A. 2.32
4-8 3.90 8-16 3.20 16-30 3.30 30-50 3.50 F.A. 3.48
☑ OSHD DEG. Ht. 4.2 in. P20 23.5 % Ref. Ht. 2.3 in. P20 11.1
¼-0 Ht. 9.6 in. P20 12.6 %
☑ T-96 ABRASION GRADING A Percent Wear 11.50
☑ T-89 LIQUID LIMIT NP Non Det ☑ T-90 PLASTICITY INDEX NP
☑ OSHD SAND EQUIVALENT 3.5/10.4 34
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
☑ T-112 Friable Particles % 1½-¾ 0.54 ¾-⅜ 0.55
⅜-4 0.42 4-16 1.22
☐ T-113 Light Weight Particles C.A. ____ F.A. ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐
REMARKS:

Date Received 5/2/77
Date Reported
Lab Charges
$

☐ FHWA
☐ Construction Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Geology and Soils
☐ Reg. Geologist
☐ Files

John C. Jenkins
Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials Section
rm 81-734-3880

# SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 9277✓
LABORATORY REPORT NUMBER
75-3258 (3)

## SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

roject: BROADBENT SECT.
Prefix No.: 106-1434-910
Contract No.:
ighway: POWERS
County: Coos
Res. Engr.: F. MORRISON
ontractor:
F.A. Proj. No.:
ubmitted by: ELLIOTT PARKER
Sampled by: B. Lindbeck - Parker
Date Sampled: MARCH 4, 1975
Sample No.:
Quantity Represented: 25,cu. yd³
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒
FIELD CONTROL TEST NUMBER:
GGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: ROCK
TENDED USE: A.C. & AGGREGATE BASE
UARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: SUGARLOAF QUARRY - Source # 6-19-3
AMPLED AT: base of center of cut
EMARKS:
eather
Avg. thickness

L.L. ____%
P.I. ____%
P#10 of P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

| Sieve Size | % Retained | % Passing |
|---|---|---|
| | | |

## LABORATORY REPORT

SIEVE ANALYSIS
☐ T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

| Sieve Size | Percent Retained | Percent Accum. | Percent Passing | Percent Fracture |
|---|---|---|---|---|
| | | | | |

Total wt. of sample =
☐ OSHD Asphalt . . . . . . ____%
☐ T-27 P#10 of P¼ . . . . ____%
☐ T-11 P200 . . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-84 Sp. Gravity, Appar. 2.98 Bulk 2.46 Absorp. 7.07
☑ T-85 Sp. Gravity, Appar. 2.96 Bulk 2.57 Absorp. 5.14
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS Avg 5CC
1½-¾ 9.63 ¾-⅜ 22.31 ⅜-4 34.37 C.A. 19.61
4-8 49.00 8-16 37.90 16-30 33.00
30-50 25.00 50-100 ____ Ledge Rock ____ F.A. ✓30.23
☑ OSHD DEGRAD Ht. 3.1 in. P20 19.0 % Ref. Ht. 2.7 in. P20 17.8
RETAINED 1¼ Ht. ____ in. P20 ____% Ref. Ht. 5.4 in. P20 20.1
☑ T-96 ABRASION GRADING A.C. 3.80 Percent Wear 16.77
☑ T-89 LIQUID LIMIT 27 ☑ T-90 PLASTICITY INDEX 4
☐ OSHD SAND EQUIVALENT Mfd. 35/71 = 50
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☑ Does not ☐

REMARKS: Note: High Absorp. FA % Loss T-104
Borderline Degradation

Date Received 3-6-75
Date Reported 4/14/75
Lab. Charges $ 165.00

☐ FHWA
☒ Construction Engineer
☐ Region Engineer
☒ Resident Engineer Morrison
☐ District Engineer
☒ Geology and Soils
☒ Reg. Geologist Parker
2☒ Files

Engineer of Materials

STRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

8756

[illegible]e: 11/18/77

ROUTING SLIP

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
[✓ Engineering (Design)]
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: Verstaeg

FROM: FRANK E. TERPIN

Fred is talking about the slopes Dorn has, Not about the slopes proposed by Parker in his letter of Nov. 4. 1977.

Form 81-731-0022 (7/77)

35

FORM E-30

# OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1977

SUBJECT: Remota Section
Region Geologist's
Report of Nov 4, 77

To: Frank Terpin
Location Engineer

I'm glad you asked me to comment on the attached report. George Wills was also a member of the meeting. He and I had gone down to review the cut slopes with the Region. We hadn't intended to include the FHWA, they were with Gix.

Tom Lowe requested us to find the depth of overburden in the reach investigated. He was concerned that it might be excessive.

It was intended that the investigation be made by seismic means. It was a tough show for seismic with steep slopes, heavy brush and a lot of poison oak. Also, seismic would not see a sharp contact between overburden and rock in that formation. It would just see an increasing velocity with depth, probably; but the drill shows the depth at only three points, and seismic would have given a profile with points every 25-feet.

Depths of overburden shown in the three holes is 8, 12, and 20-feet. Eight and 12-feet is not excessive and it is easy to flatten the upper slope where the depth is 20-feet.

The slopes are not what George and I would like, but they are consistent with what is being constructed at Slater Creek. We went down specifically to find out how Slater Creek slopes were performing so far. The Region said they were satisfied. There is nothing in the drill holes that warrants a change now except to flatten the upper slope near station 865.

F. W. Yarbrough
Soils Engineer

1 Versteeg
2 Christensen
George
Olson
Terpin
Sullivan
[illegible]
[illegible]

RECEIVED
NOV 21 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard 2 Dorn
Cole 1 Sample
Eriksen Watson
Hager Lou
Return Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

FWY:af

cc G. C. Wills

copy attached for Versteeg if you agree.

8756

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

11-10-77

FEDERAL AID PROJECT NO.
F-[illegible](4)

STATE PROJECT NO.
See Below

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80029

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| | 11-8-77 | Primary 14 |
| | | STATE ROUTE NUMBER<br>Primary 35 |

**GENERAL LOCATION:**

"Remote Section"

**GENERAL DESCRIPTION OF WORK:**

Right of Way

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's letter of 10-28-77, you are authorized to proceed with all phases of right of way acquisition except last resort housing, and total estimated cost NTE $77,200 - Federal Funds $66,200.

I approve your relocation plan of 10-18-77 and addendum of 11-1-77.

Federal participation is limited to that right of way actually incorporated in the final location.

Swan
11-15-77

NOTED
F. B. KLABO

DATE
11-10-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Ho

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8756 35

Salem, Oregon
September 8, 1977

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Engineer
BUILDING

Remote Section
Coos Bay-Roseburg Highway
Coos County

Attached are 3 descriptions (10 Parcels) and an authorization covering right of way for this section of highway.

R/W prints are being submitted with revised Files 34377, 34378 and 34379, this date.

File 34376 (B.L.M.) requires an amended filing and we are delaying revision of the filing map pending approval from the Portland B.L.M. office. No problems are anticipated.

BY: R

Robert R. Rounds
Right of Way Description Supervisor

RRR:mg

Attach.

# FINAL

# NEGATIVE DECLARATION

REMOTE STORE
U.S. POST OFFICE

REMOTE SECTION
COOS BAY—ROSEBURG HWY. (ORE 42)
COOS COUNTY, OREGON

[redacted] STATE DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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REMOTE SECTION
Coos Bay-Roseburg Highway
ORE 42, #35

## DESCRIPTION AND PURPOSE OF PROPOSED PROJECT

### Location

The proposed highway improvement affects a 2 mile section (M.P. 37.8-M.P. 39.8) of ORE 42, a primary route commonly called the Coos Bay-Roseburg Highway. Coos Bay and Roseburg lie approximately five miles north of the Oregon 42 Junction with U.S. 101 and Interstate 5, respectively. The Interstate 5-Highway 42-U.S. 101 route is the shortest east-west route between the two cities (85 miles). The subject road section has been designated "Remote," after the small unincorporated community (population 120) it passes through (M.P. 39.10).

### Purpose

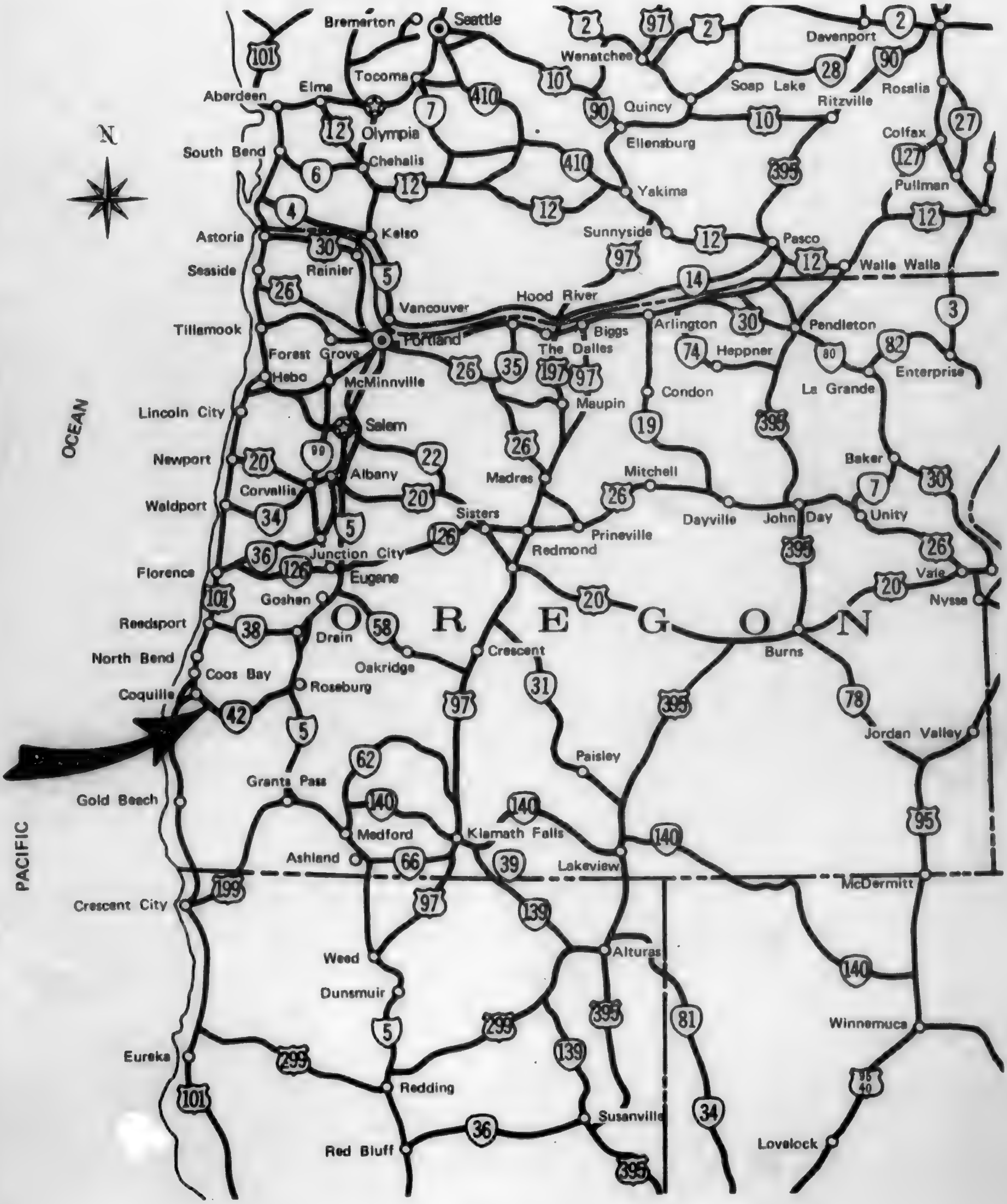
The proposed project is a component of a long-term improvement program for Highway 42 which basically calls for reconstructing road sections along "42" that remain grossly deficient.[1] The Highway Division Six-Year Construction Program (through June 30, 1981) identifies the Remote Section for construction in fiscal year 1977.[2]

The primary transportation goal served by the proposed project is to improve mobility and safety. This is to be accomplished by reconstructing and realigning the existing roadway which will result in fewer curves, wider lanes, paved shoulders and a double passing bay. These steps will shorten travel time,

---

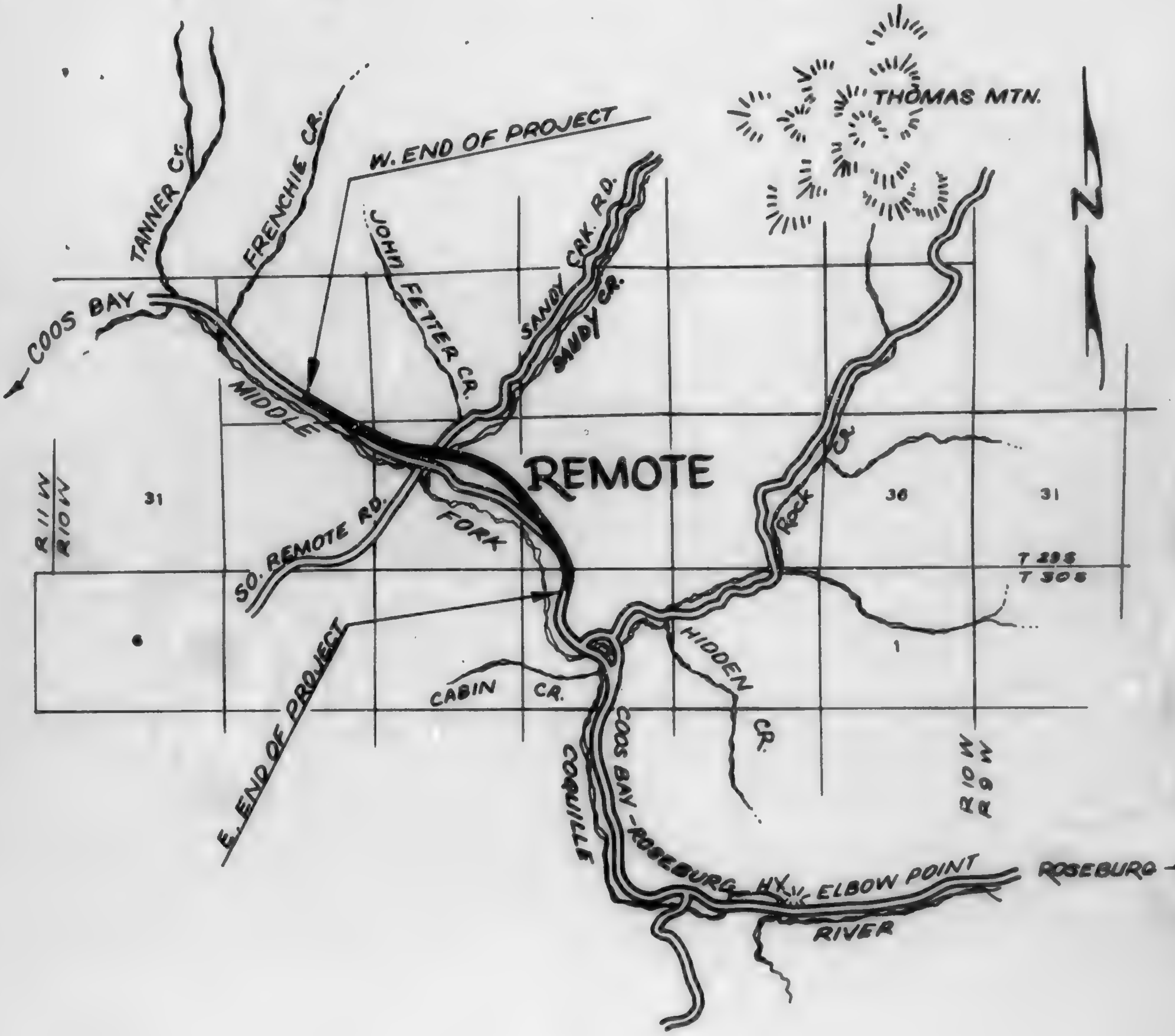
[1] Such deficiency primarily stems from narrow roadways, excessive curvature and gradient and the lack of passing opportunities.

[2] Other Highway 42 road sections slated for or under construction include Slater Creek-Mystic Creek, Mystic Creek-Camas Valley and Camas Valley-Muns Creek.


N
PACIFIC
OCEAN
OREGON
Seattle
Bremerton
Tacoma
Aberdeen
Elma
Olympia
South Bend
Chehalis
Kelso
Astoria
Rainier
Seaside
Vancouver
Portland
Tillamook
Forest Grove
Hebo
McMinnville
Lincoln City
Salem
Newport
Albany
Corvallis
Waldport
Junction City
Eugene
Florence
Goshen
Reedsport
Drain
North Bend
Coos Bay
Coquille
Roseburg
Oakridge
Gold Beach
Grants Pass
Medford
Ashland
Crescent City
Wenatchee
Quincy
Ellensburg
Yakima
Sunnyside
Davenport
Soap Lake
Ritzville
Rosalia
Colfax
Pullman
Pasco
Walla Walla
Hood River
The Dalles
Biggs
Arlington
Heppner
Pendleton
La Grande
Enterprise
Maupin
Condon
Madras
Mitchell
Sisters
Redmond
Prineville
Dayville
John Day
Baker
Unity
Vale
Nyssa
Burns
Crescent
Paisley
Klamath Falls
Lakeview
Jordan Valley
McDermitt
Alturas
Weed
Dunsmuir
Redding
Red Bluff
Eureka
Susanville
Winnemucca
Lovelock
101
2
97
10
90
28
7
410
12
6
395
27
127
4
30
5
26
14
3
35
197
74
80
82
19
99
22
20
34
36
126
58
38
42
31
78
62
140
66
39
199
95
139
81
299
36
395
95 40

REGIONAL LOCATION MAP

Figure 1


THOMAS MTN.
N
TANNER Cr.
FRENCHIE CR.
W. END OF PROJECT
JOHN FETTER CR.
SANDY CRK. RD.
SANDY CR.
COOS BAY
MIDDLE
REMOTE
FORK
SO. REMOTE RD.
R11W
R10W
31
36
31
Rock Cr.
T 29S
T 30S
6
1
HIDDEN
CR.
CABIN CR.
E. END OF PROJECT
COOS BAY-ROSEBURG HY.
COQUILLE
ELBOW POINT
RIVER
ROSEBURG
R10W
R9W

**PROJECT LOCATION**

Remote Section
Coos Bay-Roseburg Highway
COOS COUNTY

**FIGURE 2**

eliminate presently hazardous conditions caused by narrow roadway and poor passing sight distance, and allow slow moving vehicles to be safely passed through the provision of passing lanes. An elaboration of the existing conditions that form the basis of this project follows.

## Existing Road Characteristics

Highway 42 is the primary transportation link between Coos Bay and Roseburg. ORE 42 is regionally important as it links the timber harvesting and lumber production industries in the interior with the Port of Coos Bay, the third largest port in Oregon; heavy trucks account for 20 percent of total traffic. The highway also serves an important service function to numerous rural communities located throughout its 75 mile length. In addition, seasonal fluctuations in traffic (which have historically ranged between a low of 85 percent in December to a high of 122 percent in August of the annual average daily traffic) indicate that recreational travel is a major component of total traffic in the summer months.

The existing traffic capacity of the Remote Section is approximately 1900 ADT (average daily traffic) in the canyon portion west of Sandy Creek and 3100 ADT in the valley east of Sandy Creek. This difference in capacity stems from the marked difference in road width and curvature in the two units. The proposed improvement would markedly increase the traffic capacity of both units to about 4800 ADT (two-lane portion only). The existing average daily traffic of 1600 vehicles can be expected to approximately double within 20 years assuming that the historic annual growth rate in traffic of 4 percent continues.

The existing roadway has variable lane and shoulder widths.

The following table summarizes roadway characteristics by engineering station number:[3]

| Station #'s | Length | Travel Lanes | Shoulders |
|---|---|---|---|
| 824-836 | 1,200' | 2-12' | Taper from 8' to 0' (paved) |
| 836-872 | 3,600' | 2-10' | 3' (gravel) |
| 872-919 | 4,700' | 2-11' | 4' (paved) |
| 919-936 | 1,700' | 2-12' | 4' (paved) |

As shown by the table, approximately three-quarters of the subject road section does not meet current roadway design specifications recommended by the American Association of State Highway and Transportation Officials (AASHTO). These specifications call for a minimum of two 12-foot travel lanes with 4 to 8-foot shoulders. Only the western and eastern ends of the Remote Section satisfy these conditions.

Despite the mountainous terrain traversed by the present roadway, road gradient is slight, never exceeding one percent. Curvature is more pronounced, as the road generally winds along the north bank of the Middle Fork Coquille River. In total, there are fifteen curves, with two exceeding twelve degrees. The combination of gradient and curvature gives poor sight distance and no safe passing opportunities, a condition that plagues most of Highway 42.

*An engineering station is a unit of measurement equal to 100 feet along a surveyed road alignment. Stationing for this project is depicted in Figure 4.

Presently there are eleven approaches to the highway. These include one Bureau of Land Management Road west of Sandy Creek, one county road (M.P. 38.71), a driveway accessing a residence, access to the Remote Store, an approach to the old highway, and six approaches serving adjacent farm or timberland.

The reported accident rate for the Remote Section has varied greatly in the last 5 years, ranging from 0 in 1970 to 4.29 (per million vehicle miles) in 1973, while averaging 2.53. This compares to a state primary-rural system 5-year average of 2.35. Annual comparisons are difficult to make since the accident reporting law changed as of September 9, 1971.[4] A total of twelve accidents have been reported on the subject section since 1970. Ten of the twelve accidents (83%) were "non-collision"--not involving another vehicle. One fatal accident occurred in 1972. This unusually high frequency of non-collision or fixed object accidents implies that drivers have failed to maintain proper control of their vehicle.

## Project Characteristics

The most desirable two-lane road section for a primary-rural highway is normally considered to consist of twelve-foot travel lanes and ten-foot shoulders. However, such factors as future traffic volume and composition, difficult terrain, project economics and environmental factors frequently lead to modifications in roadway design. For the subject road section, project plans call for twelve-foot lanes and eight-foot shoulders in the two lane section (Stations 824 to 887 and 915+50-930) and a double passing bay with four twelve-foot travel lanes, four-foot shoulders, and a four foot median

[4] Only accidents with vehicle damage exceeding $200 are now required to file a damage report. Prior to September 9, 1971, the damage minimum was $100.

that would expand to sixteen feet for a left turn refuge just east of the Remote Store (Stations 887-915+50); these proposed designs are diagrammed in Figure 3.

A new approach to the existing highway positioned about 400 feet east of the Sandy Creek crossing will be established for eastbound traffic desiring store access. The proposed roadway alignment also requires that the existing ORE 42 bridge over Sandy Creek be replaced with a new concrete structure to be located slightly upstream.[5] Road approaches to adjacent properties will be modified as necessary to restore access.

The estimated quantity of fill material required for highway embankment is about 215,000 cubic yards. All of this material will come from project excavations (cut sections). Since project excavations are estimated to generate about 300,000 cubic yards, some excess material (waste) may be generated.[6,7] The actual amount of (or lack of) waste cannot be determined until the final stages of construction due to variable shrinking and swelling characteristics of project soils.

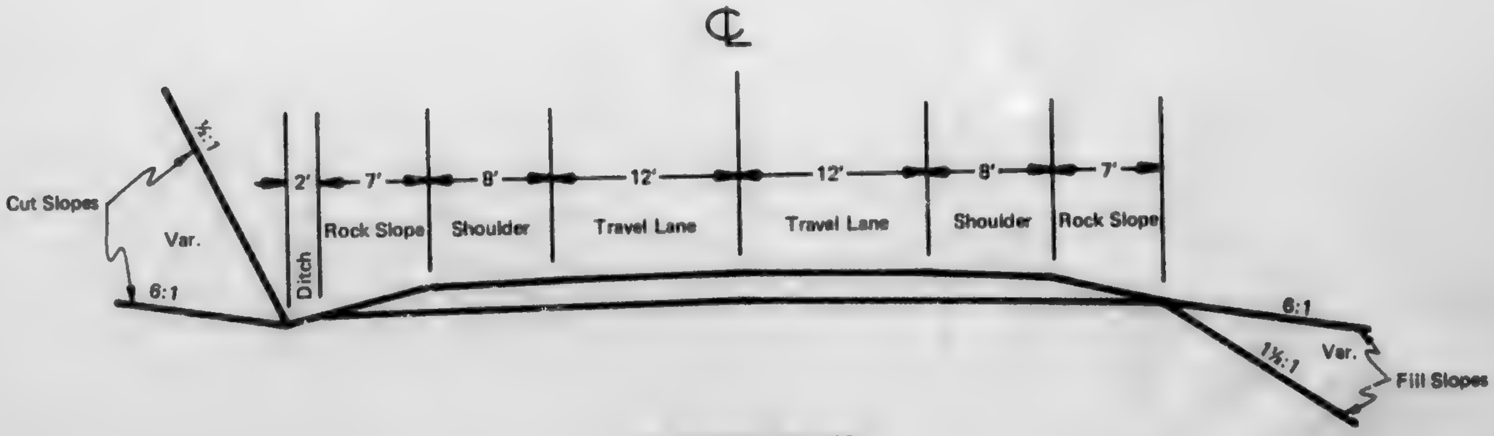
## Schedule for Completion

Present scheduling would allow road construction to commence in the late spring or early summer of 1978. Optimistically, work could be completed in two seasons. Unforeseen construction difficulties or inclement weather could lengthen the construction period somewhat.

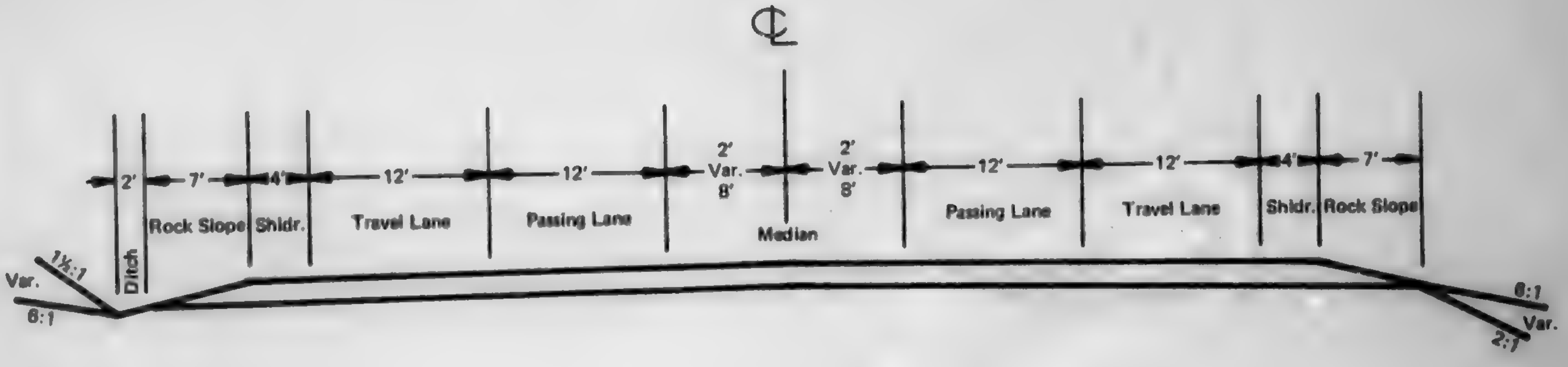
[5] This bridge is not to be confused with the historic Sandy Creek Covered Bridge which is located about 200 feet north of the existing ORE 42 bridge; the covered bridge has been out of commission since 1948.

[6] When insufficient material is supplied from road section excavations to fulfill project needs, the term "borrow" is applied to the remaining material supplied by outside sources.

[7] When material in excess of projects needs is excavated in road construction, the term "waste" is applied to the excess quantity. This excess, or "waste" is then disposed of at a predetermined waste site.


℄
½:1
Cut Slopes
Var.
6:1
Ditch
2'
7'
8'
12'
12'
8'
7'
Rock Slope
Shoulder
Travel Lane
Travel Lane
Shoulder
Rock Slope
6:1
1½:1
Var.
Fill Slopes

Sta. 824+00 - 887+00
915+50 - 930+00


℄
2'
7'
4'
12'
12'
2'
Var.
8'
2'
Var.
8'
12'
12'
4'
7'
Rock Slope
Shldr.
Travel Lane
Passing Lane
Median
Passing Lane
Travel Lane
Shldr.
Rock Slope
Ditch
1½:1
Var.
6:1
6:1
Var.
2:1

Sta. 887+00 - 915+50

FIGURE 3

TYPICAL SECTIONS

## Public Involvement

Public involvement in this project has occurred at two levels. Level one participation is essentially completed as it entailed the determination of priority projects for potential incorporation in the Highway Division's Six-Year Construction Program. This process utilized input from citizens, local governments, and outside agencies to adopt the first six-year program for highway projects in the State of Oregon. The Remote Section was identified as one of six sections on Highway 42 in need of improvement.

Level two public involvement is directly related to the subject project and will continue through the final design phase of planning. Since the Remote Section has been categorized as a major action with a non-significant impact on the quality of the human environment, direct public involvement is limited to the Oregon Project Notification and Review System (OMB A-95), interagency coordination, and a corridor/design public hearing.[8]

A combined corridor/design public hearing was held July 8, 1976. This hearing gave the public a formal opportunity to comment on the proposal. A summary of and responses to this commentary is reported in the last section of this document.

The A-95 circulation is completed and produced only minor commentary from responding agencies. Agencies responding to the draft negative declaration also provided only minor commentary. The Oregon Department of Fish and Wildlife has been and continues to be consulted regarding the implementation of the proposal.

---

[8] This process is a component of the Oregon Action Plan for Transportation Planning, prepared by the Highway Division pursuant to Section 136(b) of the Federal-Aid Highway Act of 1970.

## ALTERNATIVES

### Introduction

Alternatives considered for improving this highway section are confined to the existing corridor. This is consistent with the Six-Year Construction Program which calls for the reconstruction of the remaining deficient sections of Highway 42, rather than total reconstruction in a new highway corridor. Earlier studies have failed to identify potential benefits to be gained from reconstruction in a new corridor.[9] It has been generally concluded that new corridor construction would be prohibitive in terms of cost, lack of apparent transportation advantages and environmental impacts.

The build alternative advanced for design approval and evaluated in this negative declaration is limited to the reconstruction and realignment of the existing highway. Reconstruction would affect 0.9 mile of the existing highway situated in the river canyon west of Sandy Creek (Stations 824-872). The remaining 1.1 miles of highway which traverses a small valley would be realigned to the north in order to provide the double passing bay and improved sight distance previously discussed under "Purpose" (page 1) and "Project Characteristics" (page 3).

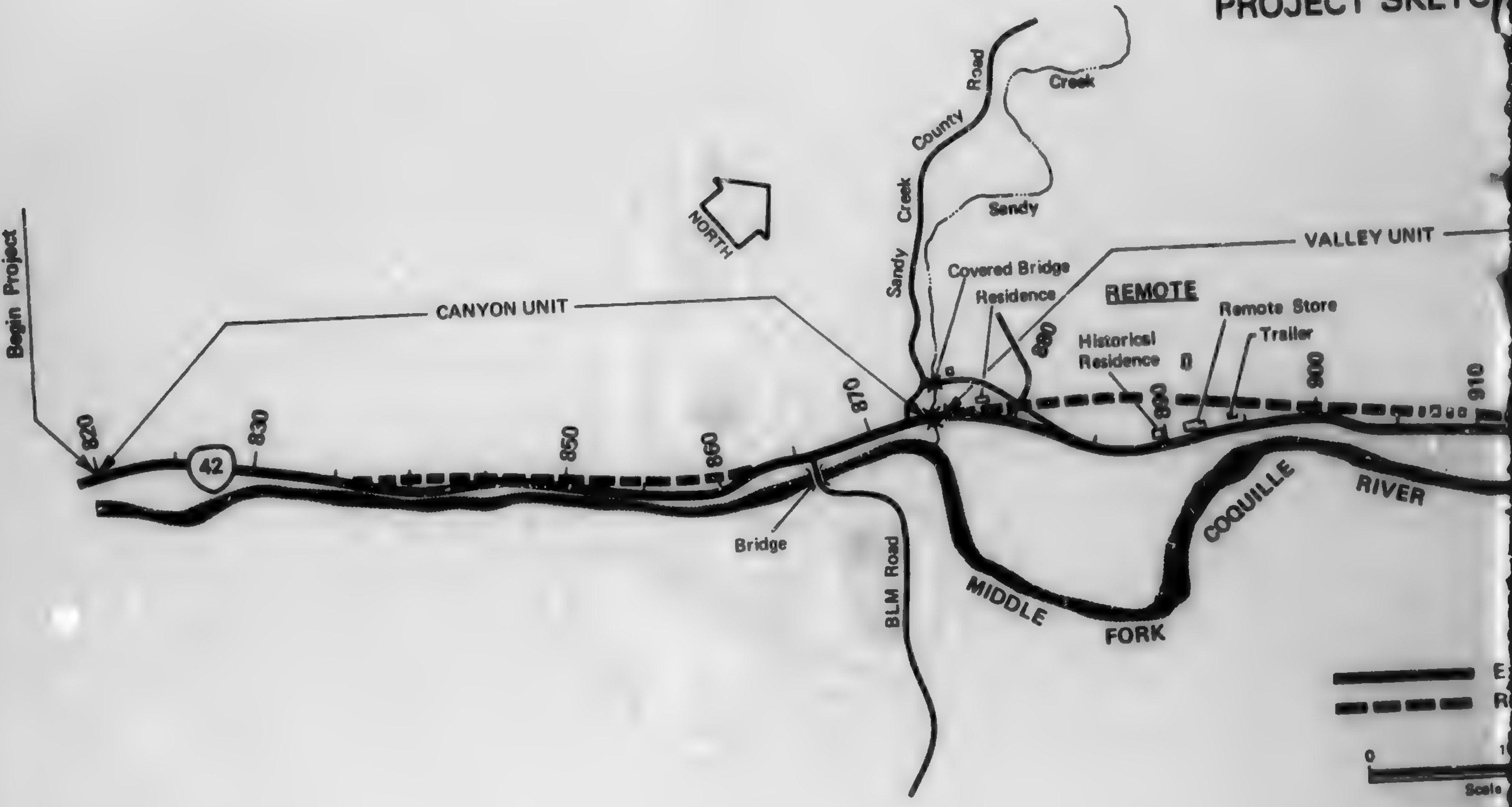
Not constructing the proposed transportation facility ("no-build") is offered as a non-construction alternative; these options are described as follows:

Alternative 1: Reconstruct the existing highway in the canyon unit (Stations 824-872) by providing two 12-foot travel lanes and 8-foot paved shoulders. To avoid major fill encroachment into the abutting river,

---

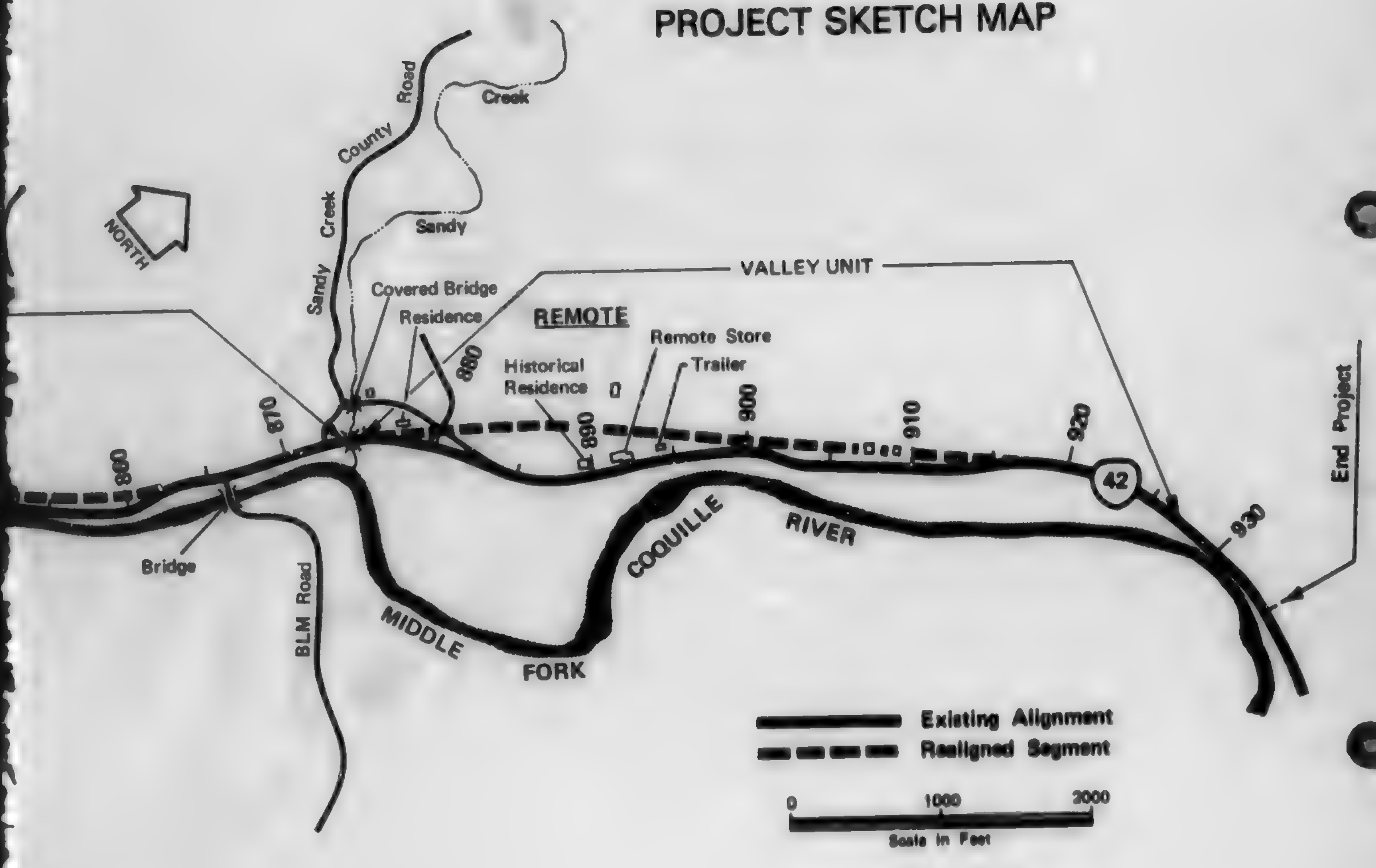
[9] See "Coos Bay-Interstate 5" published by the Oregon Department of Transportation, State Highway Division, October, 1974.

PROJECT SKETC


Begin Project
CANYON UNIT
820
42
830
850
860
870
NORTH
Sandy Creek County Road
Creek
Sandy
Covered Bridge
Residence
880
VALLEY UNIT
REMOTE
Historical Residence
Remote Store
Trailer
890
900
910
Bridge
BLM Road
MIDDLE FORK
COQUILLE RIVER
0
Scale

FIG

## PROJECT SKETCH MAP



NORTH
Sandy Creek County Road
Creek
Sandy
Covered Bridge
Residence
REMOTE
VALLEY UNIT
Historical Residence
Remote Store
Trailer
860
870
880
890
900
910
920
930
42
End Project
Bridge
BLM Road
MIDDLE FORK
COQUILLE RIVER
Existing Alignment
Realigned Segment
0
1000
2000
Scale in Feet

FIGURE 4

the new roadway would be elevated approximately twenty feet and positioned about fifteen feet into the adjacent hillside; bench construction is required. The small area of fill exposed to high water flows (Stations 847-851 and 860+50-62) will be riprapped to prevent erosion. The remainder of the project section (Valley Unit) would be realigned slightly to the north and would include a 2850 foot double passing bay (four 12-foot travel lanes, 4-foot median, 16-foot left-turn refuge east of Remote Store, and four foot shoulders) with each side of the passing bay blending into two 12-foot travel lanes with 8 foot paved shoulders. The proposed realignment makes necessary the removal of the existing ORE 42 bridge over Sandy Creek. It would be replaced with a concrete structure positioned slightly to the north of the present span.

Alternative 2: (No-Build) This alternative would maintain the existing roadway in its present condition (see discussion of "Existing Road Characteristics," pages 2-4 ) through maintenance operations as called for (patching pot-holes, removal of slide debris, etc.).

## Discussion

### Canyon Unit

Reconstruction possibilities in the canyon unit are limited by the steep terrain through which the Middle Fork of the Coquille River flows. The combination of mountainous topography and the river also impose physical and biological constraints that require elevating the roadway approximately 20 feet and excavation into the northbank to achieve road embankment stability, roadway width, and avoid major embankment encroachment into the river. Recognition of the sensitivity of the Middle Fork to disturbance from road construction eliminated alternatives requiring major fill encroachment and/or river channelization from further consideration. Realignment possibilities on the southbank of the Coquille River were also rejected since mutliple river crossings and excessive earthwork would be required at greater cost and adverse impact without tangible gains to the road user.

Given the aforementioned constraints to highway reconstruction in the canyon unit, only a build alternative (previously described) which essentially utilized the established location was considered economically and environmentally prudent.

### Valley Unit

Being broader and flatter than the canyon, the valley corridor is physically suited for the consideration of several realignment alternatives. Only the proposed realignment option is being put forth as an alternative to the no-build case, however. This decision stems from deficiencies and negative tradeoffs associated with the other possibilities investigated. At the outset it should be stressed that alternatives which would have required the removal of the Remote Store or adjacent home were not considered prudent because both structures are of historic importance--appearing on the Statewide Inventory of Historic Places--and are therefore eligible for inclusion in the National Register. In short, not removing these structures was assumed as a "given" in the development of alternatives.

An initial alternative investigated was a two-lane realignment. This option would have required a left-turn refuge for access to the store and traffic separators and a no-passing zone on either side of the store. These features would conflict with the objective of providing a passing opportunity and therefore would be inconsistent with the intent of realigning the highway. The double passing bay (four-lane) alternative proposed in this project emerged from the passing deficiency in the original two-lane proposal. The proposed passing bay section would afford the maximum safe passing opportunity while maintaining access to the store and residence.

Providing the passing bay does require an additional 1 to 1.5 acres of adjacent property at an additional cost of approximately $40,000 (cost of property plus road surfacing and embankment material less cost of disposing of excess road fill material).[10] This small addition to total project cost is felt to be justified by the substantial increase in safety and mobility it provides.

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[10] Assuming that a turning refuge would be required in a two-lane section, providing a double passing bay only adds 16 feet of road surface (4-12 foot lanes, 16 foot median, 4 foot shoulders versus 2-12 foot lanes, 16-foot median, and 8-foot shoulders) plus an average of 8 feet in the taper sections on each side.

## ENVIRONMENTAL SETTING

### Topography

Terrain in the project area consists of two narrow valley systems in the easterly (valley) unit and a sharply contrasted "canyon like" system in the westerly (canyon) sector, east of Sandy Creek. Sandy Creek, which forms the larger of the two valleys, enters the Middle Fork of the Coquille from the north, opposite station 874+00. Sandy Creek also roughly divides the project into its two distinct physiographic units.

The confluence of the Sandy Creek valley with the valley of the Middle Fork (eastward) has formed three distinct terraces (valley unit). These terraces vary throughout the unit, but are most pronounced between Sandy Creek and Remote. Terrace elevations range from approximately 220 feet to 250 feet above sea level. The valley attains its maximum width of about 1400 feet between Sandy Creek and Remote, progressively narrowing to about 400 feet at the east end of the project.

The narrow, steep-walled canyon unit which extends from Sandy Creek westward is overlooked by ridgetops that reach maximum elevations of 1700-1800 feet within several miles to the north and south of the existing highway. The roadway itself has a gentle gradient that drops only 30 feet over the two mile length of the project.

### Geology

The Middle Fork of the Coquille River is generally accepted as the boundary between the Coast Range and Klamath Mountains physiographic provinces. Predominant rock units in the project area include rhythmically (like sequence) bedded siltstone and sandstone units of the Roseburg and Lookinglass formations.[11]

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[11] Formed between 37 and 54 million years ago.

Both the canyon and valley units lie on the east limb of a northeast trending fold in the rock structure. The angle of this fold parallels the general direction of the existing highway and thereby reduces potential landslide problems considerably. Landslide and slope failure problems do exist, however, since exposed siltstone and sandstone are subject to rapid weathering in this area.

## Soils

Soils in the project area are derived from the siltstone and sandstone rock units that underly both the canyon and valley construction units. Grouped as silty sands, these soils are classified as A-2-4 by the American Association of State Highway and Transportation Officials (AASHTO) and are therefore good composition as subgrade material.[12]

In the valley unit, the terrace soils are generally classed as sands to silty sands, except for a few pockets of silts to silty clays where ponding has occurred on the lower terraces in the eastern part of the unit. These soils are infrequent and should cause no highway construction problems.

## Aquatic Conditions

The Middle Fork of the Coquille River flows throughout the project section, draining about 180 square miles of watershed. Tributaries in this section include Sandy Creek, entering from the north at M.P. 38.76, and Slide Creek entering from the south at M.P. 39.80.

The profile of the Middle Fork is typical of most rivers with a slope which is uniformly increasing upstream. The river gradient averages a 20 foot per mile increase through the project area. In the project area the river falls into the "floodway" category, generally characterized by

[12] This classification system places soils into seven basic groups (the first number) and twenty subgroups (the second number) which allows the relative quality of these soils in road construction to be determined.

sand to gravel size bed material, numerous point bars, a braided channel pattern, and a high fish and wildlife value.[13] Also, the affected river section is included in the group of south coast basin streams recommended for scenic protection by the Oregon Department of Fish and Wildlife.

Available data indicates that the Middle Fork is subject to periods of extreme low flow and relatively high temperatures (63 to 65°F) in the summer months. These temperatures are near the maximum acceptable level stipulated by the Department of Environmental Quality in their General Water Qualities Standards for Oregon (1974). Despite the extremes in flow and temperatures, water quality in the stream is generally considered to be high. Temperature fluctuations in Sandy Creek are less extreme due to the more abundant stream cover.

The Middle Fork supports runs of anadromous fish as well as resident salmonid species. Fall chinook salmon, coho salmon, winter steelhead and searun cutthroat trout travel up the Middle Fork through the project area to Slater Creek, and several of the species travel beyond that point. Coho salmon, winter steelhead and searun cutthroat travel up Sandy Creek for a distance of about 5 miles to an unnamed tributary.

The run of fall chinook salmon spawn in a vicinity extending just below Sandy Creek to about 1½ miles upstream of its confluence with the Middle Fork. This spawning area is of extreme importance as its spawns roughly 75 to 80% of all fall Chinook in this system.

The Middle Coquille in the valley unit (south side of highway) is gently sloped and meanders broadly through medium-course grained alluvium; meander bends form gravel bars which are highly suitable for fish spawning. None of the spawning areas are affected by the proposed realignment through the valley.

[13] According to Bauer's Geohydrologic Classification Scheme the floodway category is zone 3.

On the south bank and portions of the north bank (valley unit) riparian vegetation is plentiful, providing good shade, insects, and other nutrients to the river community. Portions of the north bank at the eastern-end of the valley unit have been altered by previous highway construction (Stations 927-939) which placed riprap to protect the bank from undermining and erosion. The invasion of himalaya berry in this area has lowered its riparian quality and angler access potential. Sandy Creek, which enters the valley unit at its west end near Station 875, is bordered by heavy growths of riparian vegetation which upgrades the fish rearing potential of this tributary.

The river passes in a nearly straight chute through a steep-sided canyon at the west end of the section. The slope through this unit, however, (with the exception of the extreme west end) is quite gentle. At the extreme west end of the project the slope drops precipitously, averaging over 70 feet/mile. Riprap was installed on both sides of the channel at this point, in order to protect the roadbed and fill slopes. Immediately to the west of a previous highway waste site (Stations 820-824), is an Oregon Department of Fish and Wildlife (ODFW) designated potential angler access site (ODFW, 1969).

The river through the canyon unit contains fewer gravel bars and a less favorable (higher) pool/riffle ratio than the valley unit. Rapids occur throughout the steep western end. It is, therefore, less favorable as a spawning and food production area than the valley unit. However, the south bank bordering a long pool in this unit has undercut banks resulting in overhanging vegetation. The shade and a supply of insects provided by this vegetation affords a limited amount of average quality rearing habitat for juvenile fishes. The north bank is dominated by low brush and youthful alders and generally does not provide good stream cover.

## Vegetation

The project area lies in a zone of transition between the "Western Hemlock (Tsuga heterophylla) Forest Zone" which is characteristic of much of the Coast Range, and the "Mixed Evergreen Zone" which is characteristic of the drier Siskiyou and Klamath Mountains of southwestern Oregon and northwestern California (Franklin, J.F. and C.T. Dyrness, 1973).[14] Table 1 summarizes vegetational cover in the study area by type, acreage, and percent of total land area.

### TABLE 1

### VEGETATIONAL COVER IN STUDY AREA

| | | |
|---|---|---|
| Study Area | 508 ac. | |
| Grassland (Grains, Gardens, and "Grass Balds") | 82 ac. | 16% |
| Riparian Zone<br>(Woodland - 10.2 ac)<br>(Brush - 19.0 ac) | 29 ac. | 6% |
| Brush | 99 ac. | 19% |
| Woodlands | 298 ac. | 59% |
| | 508 ac. | 100% |

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[14] The classification referred to is ecological rather than descriptive. The plant species for which these zones are named refer to the woodland type which would eventually predominate if woodland sites were allowed to progress through the various stages of natural plant succession. The ecological classification is used, however, because it permits inferences to be made about the history and alternative future conditions of existing cover and its characteristics as habitat for wildlife. Further, this approach suggests means by which alterations of present conditions can be modified to maximize the beneficial characteristics in the future.

The rugged terrain characteristic of the canyon unit uplands is dominated by uneven-aged stands of Douglas fir (Pseudotsuga menziesii). Riparian vegetation along the banks of the Middle Fork is comprised of deciduous tree species (primarily red alder) and brush. Disturbed portions of river embankment are dominated by Himalaya berry, an introduced species that limits other plant growth and makes invaded portions of the river inaccessible. While hillside vegetation is dominated by fir (59% of study area), areas of brush occupy most of the remaining land area in the canyon. Common brush species as well as other forms of vegetation in the study area are listed in Appendix B.

The valley unit, with its gentle slopes and alluvial soil, primarily supports grassland in agricultural use; grassland occupies about 16% of the project area.

## Wildlife Habitat

The study area is dominated by a Douglas fir forest habitat characteristic of the Oregon coastal zone. Specifically, the study area is classified as Douglas fir-Trailing Blackberry habitat. Common big game species found in this zone include black-tailed deer and Roosevelt elk and to a lesser extent black bear, cougar, gray fox and bobcat. In addition, numerous species of upland game birds seasonally inhabit the project area. Habitat conditions which make the area suitable for game birds include intermittant zones of grassland and riparian habitat occuring in the valleys and along streambanks, respectively.

The potential value of riparian habitat in the project area has been diminished by previous road construction and natural processes such as landsliding. Disturbed portions of the riverbank at the eastern project terminus and throughout most of the canyon unit have been invaded by undesirable plant species, especially Himalaya berry (blackberry). Undisturbed zones of riparian vegetation are now mainly found on the south bank of the Coquille. Rehabilitation of the disturbed riparian area is possible and specific methods of doing so will be investigated as part of final design.

Grassland habitat is largely restricted to the valley systems formed by Sandy Creek (north-south) and the Middle Fork Coquille River (east of Sandy Creek). Most of the grassland is presently in agricultural use as pasture. Grasslands are the most easily manipulated and restored.

There are no wetlands or threatened or endangered species in the study area nor is any of the habitat classified as "Critical."

## Land Use

The Remote Section of ORE 42 traverses a scantly developed portion of rural Coos County. Development is limited to several older residences situated on each side of the Remote Store. The store serves as a rural service center providing groceries, gasoline and post office. Store owners reside in the upper level of the store building. The residences and store comprise the community of Remote. Another residence is located just east of Sandy Creek. All development is located on the north side of the highway as the south side falls in the Middle Fork Coquille River floodplain. An abandoned air strip is now used as pasture (north side between Sandy Creek and eastern project terminus). Several abandoned barns, outbuildings, and one vacant dilapidated residence provide evidence of a more active past. Cultural development is absent from the western project segment (canyon unit) as difficult terrain precludes development. Utilities in the project area include electrical transmission lines and a buried telephone cable.

Land use planning and zoning affecting the project area is under the jurisdiction of Coos County. Presently, Coos County has an interim zoning ordinance in effect to guide land use decisions prior to adoption of a comprehensive land use plan. All existing zoned uses in the proposed highway right-of-way are rural classifications. In the valley unit pasture land crossed by the proposed realignment is designated as an exclusive forest and grazing zone (IFG-40); the agricultural land is not considered prime or unique (it is not highly productive nor is it growing specialty crops). The area in the immediate vicinity of the Remote Store is zoned as a rural service center. This zone recognizes the importance of maintaining services that are basic and unique to rural residential areas. Continuing westward, in the vicinity of Stations 875-880 (northside) lies a pocket of interim agricultural land (IAG-10) which is presently in rural-residential use. Continuing westward into the canyon unit all interim zoned uses become IFG-40. The steep topography and generally unstable geologic conditions in the canyon greatly limit productive uses of adjacent lands.

## Historic Places

There are currently no sites in the project area listed or nominated for listing in the National Register of Historic Places. Three properties are, however, on the Statewide Inventory of Historic Sites and Buildings compiled by the Oregon State Historic Preservation officer. These include the Fetter (Lawrence) House, the Sandy Creek Covered Bridge and the Remote Store. All of these structures are eligible for nomination to the National Register of Historic Places (see official documentation in Appendix C).

The Lawrence Fetter home is located adjacent to the Remote Store and just off Highway 42. It is a large country style farmhouse built in 1894. The Fetter family originally settled on the site in 1848, erecting a log cabin that no longer exists. The covered bridge over the Sandy Creek is located about 75 yards north of Highway 42. It is the sole survivor of covered highway bridges in Coos

County.[15] The 60-foot span typifies the style originated by Massachusetts-born architect William Howe. The bridge design features open sides exposing the Howe trusses. The present location of the bridge provides a picturesque view for eastbound motorist approaching Remote.

The Remote Store, erected in 1924, is reminiscent of the "country" stores, which were common in the United States through the early 1950's. With the advent of improved transportation service and the boom of large suburban shopping centers, this unique feature of the American past is rapidly disappearing. Historically, these remaining examples are becoming more valuable, not only because of their scarcity, but because of the nostalgic appeal aroused when one reflects on the less complicated lifestyle they represent.

[15] Originally, Oregon's covered highway bridges were estimated to number 450, but by 1952 this had dropped to 225; the number further declined to 81 in 1965. As of June, 1971, only 59 of these historic structures remain in Oregon. Although a current listing is unavailable, this number is undoubtedly even less.

## ENVIRONMENTAL IMAPCT ANALYSIS

### Wildlife Impacts

Highway construction in the project area cannot be accomplished without affecting wildlife habitat. Adverse impacts largely stem from clearing, grubbing, excavation and embankment placement operations. Besides the permanent loss of existing habitat, construction will also replace habitat types (revegetation of previously forested area with grass), disrupt established patterns of wildlife movement, and change the probability of road kill.

Extensive excavation ("cuts") into the steeply sloped hillside bordering Highway 42 in the canyon unit requires the removal of existing tree and brush cover (Douglas fir-Trailing blackberry habitat). Alternative 1, which requires the least extensive cuts, removes about 12 acres of uplands. The steep cut slopes and generally unstable soil and rock conditions will limit successful revegatation of the exposed areas. Most of the affected hillside area will, therefore, be rendered of little value to wildlife. Benched areas, however, will be reseeded to grass which will replace the existing forest habitat with grassland in the short-term. This change is viewed beneficially since game habitat is partially restored. Through time, however, these benches should naturally reseed to trees. Another important factor which reduces the adverse significance of diminished forest habitat is its abundance in the coastal zone; the relative loss is therefore slight in a regional context.

Riparian vegetation bordering the river in the canyon unit will be removed for fill placement, rock inlay and riprap work. Previous road work and natural processes like earthsliding have already disturbed much of the native vegetation. Subsequent invasion by less desirable plant (currants, blackberries, etc.) species have lowered the potential habitat value. Further alteration of the disturbed riparian zone therefore becomes less significant since native vegetation no longer exists. Realization of this condition and its causes will ow plans to be formulated to improve the riparian zone after road construction is completed. Project planning will consider provisions for the reestablishment of more desirable plant species. Likely plant species include alder, bigleaf maple and Douglas fir saplings in select areas. Such plantings should reduce the extent of reinvasion by less desirable plants in addition to accelerating the return to a more "normal" riparian zone.

Periodically wildlife move between the uplands and the river. In the canyon unit existing crossover movements to and from the river will be blocked by the high steep cut slopes required by reconstruction. The barrier formed by cuts extends roughly 4,000 feet from Sandy Creek westward; deer and elk will be most affected.

The "blocking" effect of cuts will reduce the numerous existing access points to single crossings at each end of the unit. From the standpoint of the road user, funneling animals into fewer crossings has its advantages. First, frequent users become more aware of the exact locale of game crossings and can adjust their vehicle speed accordingly. Secondly, game crossing warning signs will alert the uninitiated driver to the possible hazard; coupled with fewer crossing points, this should reduce the probability of collision as fewer hazard points will be encountered. The actual effect on vehicle/wildlife collisions, however, is uncertain since driver behavior can only be influenced, not controlled.

Realignment of ORE 42 in the valley unit primarily affects grassland habitat (Stations 887-909). At each end of the unit a mixed grassland/riparian (west end) and forest/brush (east end) habitat type is encountered. Displacement of this habitat is an adverse effect but not of the magnitude or importance of losses in the canyon unit. Approximately one-half (54%) of the grassland habitat lost to roadbedding (about 8 acres) will be replaced on embankment slopes by grasses of simpler composition.

Planted grasses will take only one growing season to reestablish.

However, about five to ten years must elapse before invading grasses and forbes will produce habitat conditions approximating those which exist now.

The no-build situation imparts the least adverse wildlife impact because major physical loss or disturbance of habitat is avoided. The no-build situation does perpetuate the existing probability of road kill, which is high, as well as perpetuation of the low quality riparian conditions along the canyon unit. Steps could be taken in the absence of the proposed improvement to improve these conditions. Game crossing warning signs could be installed at each end of the Remote Section to alert drivers to the game hazard. Low quality riparian vegetation in the canyon unit could be cleared, grubbed and replanted with more desirable species. These measures would be the responsibility of the Oregon Department of Fish and Wildlife. In light of the present scarcity of state funds for such purposes, it is unlikely that the measures would be implemented.

## Aquatic Impacts

Given the fisheries importance of Sandy Creek and the Middle Fork as primary spawning areas for anadromous species (especially fall chinook salmon), several adverse impact possibilities were explored. These included spawning/gravel bar disruption, river and floodplain encroachment and stream sedimentation caused by earth slides and erosion of exposed slopes, Table 2 summarizes these impacts.

In the valley unit, major adverse impacts are avoided because the proposed alignment swings away from the river between Sandy Creek (Station 874) and the eastern project terminus (Station 930). Potential spawning gravels are located in the vicinity of the proposed bridge crossing of Sandy Creek. Bridge piers will not enter the creek bed, however, so direct disturbances will be minimal. The Oregon Department of Fish and Wildlife will be consulted on potentially significant adverse aquatic impacts.

## TABLE 2

### ADVERSE IMPACT AND MITIGATION SUMMARY

| Valley Unit |  |  | Canyon Unit |  |  |
|---|---|---|---|---|---|
| Impact | Magnitude | Mitigation | Impact | Magnitude | Mitigation |
| Flood Plain Encroachment | 2.7 acres(moderate); negligible loss of storage. | Stabilize erodable embankment material; provide drainage through fill. | Flood Plain Encroachment | The entire length of roadway in the canyon is technically in the "floodplain." Therefore, the present roadway is potentially submersible. This fact gives a positive perspective to encroachment since the new roadway will be 15'-20' above the 100-year flood mark. | All slopes exposed to river action will be riprapped and/or revegetated. |
|  |  |  | River Encroachment | Affects about 400 lineal feet of riverbed, burying about 0.15 acres. This scale is not a major detriment to the affected aquatic system. | All slopes will be stabilized by rock inlay, riprap and revegetation. Stream hydrologic changes will be monitored. |
| Spawning/Gravel Bar Disruption | Minimal at Sandy Creek. | Structure will not enter creek bed; equipment entering creek bed will be kept to a minimum. | Spawning/Gravel Bar Disruption | Slightly disturb one gravel bar. This impact is indirect--caused by changed stream flow. | Productivity of bars will be monitored after construction. |
| Sedimentation | Minimal at Sandy Creek | Road fill on each side of creek will be rock blanketed and revegetated. | Sedimentation | The potential of significant amounts of eroded materials from cuts or potential slides is slight. | Drainage rills will be filtered by straw bails if necessary. Cuts will be banched to reduce slope failure potential. Benches will be revegetated. Road ditches feeding culverts will be gravel blanketed. |

The capacity of the Middle Fork Coquille River channel is generally sufficient to contain periods of heavy runoff occurring in the winter and spring. Available data indicates that a "100 year" flood occurred in 1955. Extensive flooding was largely absent and most of the overflow spilled south of the highway; backwater also extended east of Sandy Creek and north of ORE 42. Since the proposed alignment is positioned to the north of the existing alignment, significant encroachment onto the floodplain is avoided. A strip of floodable land east of Sandy Creek (Stations 872-881) is violated but this will not significantly affect flood storage or increase the probability of property damage, which is presently low. Road embankments exposed to flood waters will be protected by rock blankets and vegetational cover. Design studies will also investigate the need to install drainage pipes to ensure that undue impoundment of flood waters is avoided and possible degradation of road embankment is minimized.

Geological conditions in the valley unit are reasonably stable and proposed excavations are not expected to trigger earth slides. Excessive amounts of stream sedimentation from earth slides or slope erosion is a remote possibility.

Given the rugged topography of the abutting landscape in the canyon unit, road construction which avoids channel changes and major aquatic degradation necessitates extensive cutting into the hillside and the attendant removal of large quantities of soil and rock material; waste disposal therefore becomes a critical variable in attempts to reduce biological impacts on the aquatic system. The proposed alternative restricts river encroachment to an "allowable" minimum which is consistent with non-major aquatic impacts and avoidance of excessive waste. All river encroachment will be localized in extent, avoid major disturbance to spawning gravels, and cause only minor changes in stream hydrology.

Proposed fill slopes would catch in two areas of the present riverbank: one, approximately between Stations 847 and 851 (only a small segment actually touches the riverbed) and two, between Stations 860+50 and 862. Neither zone of encroachment would directly disrupt spawning gravels. The smaller zone, however, is just upstream from a small Chinook salmon spawning bar. The consequences of road fill catching near the bar has been jointly evaluated by the Oregon State Highway Division and the Oregon Department of Fish and Wildlife. It was concluded that placement of the proposed fill will likely cause the river to move the gravels a short distance downstream but will not destroy the bar. Further, it was noted that shifting the line into the sidehill sufficiently to totally avoid encroachment could not be accomplished without substantial additional construction costs from waste removal and retaining wall construction. Waste disposal, if a suitable site were found, would also alter and/or eliminate greater amounts of terrestrial habitat. For these reasons the proposed encroachment is judged the most prudent option.

Fill encroachment affecting the river channel will alter the existing stream hydrology, but not to a significant degree. High water will flow through a narrower channel resulting in slightly increased flow velocities, greater local erosion of the floodway, and increased deposition of sediments downstream. The relative addition of eroded material attributable to the project, however, will be small. This is due to the characteristically high sediment load carried by the Middle Fork in the winter and spring months; flows in the summer and fall are low, sometimes critically so.

In all cases steps will be taken to keep erosion of cut and fill slopes to a minimum.

Of primary concern is stabilization of embankment material exposed to the force of the river. This will be accomplished by riprapping the areas exposed to river action and reestablishing vegetation where slopes and soil conditions allow.

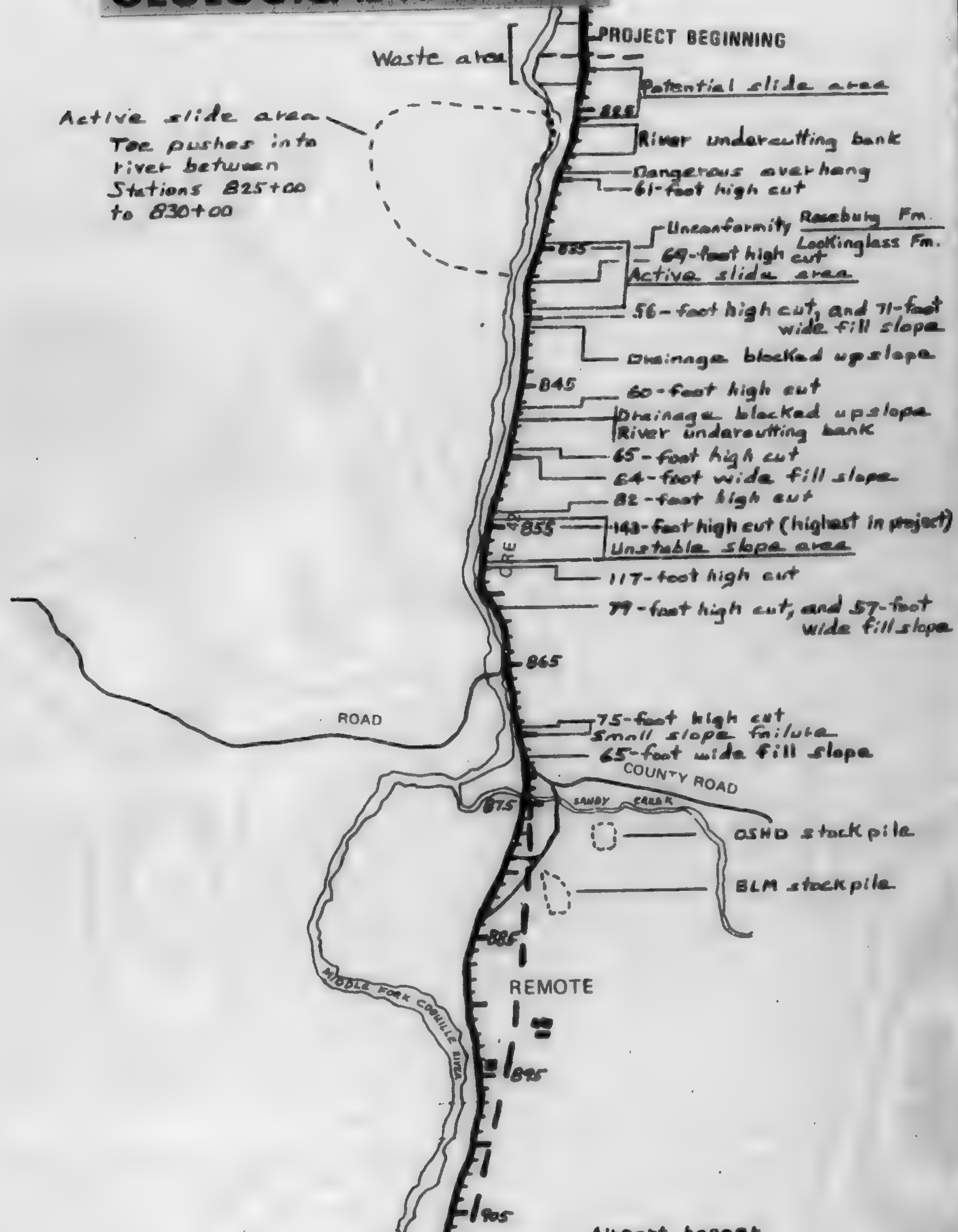
Short-term construction-related turbidity will result from clearing and grubbing of riverbanks and fill placement. Turbidity will temporarily increase downstream from construction activity. Deposited sediment will be washed out during the high water period.

## Geologic Hazards

Geologic hazards are features related to the character of the earth (either natural or man-caused) that impose constraints on the location and design of highways and risks to safety on a highway. Common hazards include landslides (potential or real), rock fall and failure of road slopes and foundations (see map on the following page). The occurrence of these hazards can require closure of a facility, necessitating the expenditure of large sums of money to correct, while subjecting road users to inconvenience and possible accident, injury, or death.

Geologic conditions in the valley section are largely conducive to highway construction without introducing the element of geologic hazard. This stems from favorable soil, rock, gentle topography and drainage conditions. However, a number of existing and potential hazards will be encountered in the canyon unit. Table 3 (follows Figure 5) summarizes these conditions by hazard type and location (station number and side of highway). Possible steps to correct or reduce the severity of these hazards are summarized in Table 4.

# FIGURE 5
# GEOLOGICAL HAZARDS


PROJECT BEGINNING
Waste area
Potential slide area
825
Active slide area
Toe pushes into river between Stations 825+00 to 830+00
River undercutting bank
Dangerous overhang
61-foot high cut
Unconformity Roseburg Fm.
Lookingless Fm.
835
69-foot high cut
Active slide area
56-foot high cut, and 71-foot wide fill slope
Drainage blocked upslope
845
60-foot high cut
Drainage blocked upslope
River undercutting bank
65-foot high cut
64-foot wide fill slope
82-foot high cut
855
143-foot high cut (highest in project)
Unstable slope area
ORE 42
117-foot high cut
79-foot high cut, and 57-foot wide fill slope
865
ROAD
75-foot high cut
Small slope failure
65-foot wide fill slope
COUNTY ROAD
875
SANDY CREEK
OSHD stockpile
BLM stockpile
885
REMOTE
MIDDLE FORK COQUILLE RIVER
895
905
Airport hangar
Slide area
Two intermittent streams
915
Fill material on flood plain and terraces is subject to settlement, flood erosion, and drainage problems
Low area subject to ponding
925
PROJECT END
Station 935
REMOTE SECTION
Geologic Hazards
Ore. 42, Coos County
Schematic Map
G. W. Olcott
July 1975

## TABLE 3

| CANYON UNIT | GEOLOGIC HAZARDS | | | | |
|---|---|---|---|---|---|
| Engineering Station(s) | Active Slide | Potential Slide | Slope Failure | Rock Fall | Ponding |
| 818+50 (south)* | | | | | Blocked drainage through existing culvert. |
| 822 - 825+50 (north) | | Seepage and slumping presently occurs. | | | |
| 825 - 837 (south, across river) | Large active slide with toe protruding into river. | | | | |
| 826 - 828 (south) | | | Present highway embankment being undercut by river action. | | |
| 828 - 835+60 (north) | | | | High, steeply sloped rock outcropping with massive sandstone overhang (Sta. 829+50). | |
| 834+70 - 839+50 (north) | Slide material has blocked drainage causing sandstone bedrock to badly deteriorate. | | | Steep slope has considerable rockfall potential. | |
| 841+92 (north) | | | | | Passage of surface water through small ravine impeded upslope. |
| 847+50 (north & south) | | | Highway embankment is seriously eroded and almost vertical at unprotected edge. | | Two converging draws are ponded upslope. |
| 854+40 - 862+40 (north) | | Present slope is steep and high; proposal will cut into this area. | | | |
| 867 (north) | | | | | Ravine has high runout requiring adequate drainage steps to prevent ponding. |
| 867 - 872 (north) | | Steep sandstone slope susceptible to sliding from road cuts. | Minor slope failure occurs between Stations 869 and 870. | | |

*Direction pertains to the side of the road the hazard occurs.

## TABLE 4

### MITIGATION OF GEOLOGIC HAZARDS: CANYON UNIT

| Location Engineering Stations | Active Slide | Potential Slide | Slope Failure | Rock Fall |
|---|---|---|---|---|
| 818+50 (south) | | | | |
| 822-837 (south, across river) | | Collect water upslope to avoid unstalbe area and penetration into rock material; support slide area with rock buttress. | | |
| 826-828 (south) | | | Protect river embankment with large riprap or gabion. | |
| 828-835+60 (north) | | | | Cut-back slope and rem unstable rock; benchi if feasible and fallou zone at bottom of slop |
| 834+70-839+50 (north) | Tap drainage and convey downslope to prevent seepage into rock. Horizontal drains may be required to augment surface drains. | | | Cut high rock face we away from highway and provide fallout zone a bottom of slope; bench ing where feasible. |
| 841+92 (north) | | | | |
| 847+50 (north and south) | | | Stabilize unprotected portion of highway embankment with gabion walls. | |
| 854+40-862+40 (north) | | Studies needed to determine specific slope protection measures. Possibilities include improved drainage, rock buttress or rock inlay (base support), benching and fallout area. | | |
| 867 (north) | | | | |
| 867-872 (north) | | Bench slopes and restrict cut slope to 1:1 to 1¼:1. | | |

## TABLE 4

MITIGATION OF GEOLOGIC HAZARDS: CANYON UNIT

| | Potential Slide | Slope Failure | Rock Fall | Ponding |
|---|---|---|---|---|
| | | | | Reroute drainage to culvert located at station 816+00. |
| | Collect water upslope to avoid unstalbe area and penetration into rock material; support slide area with rock buttress. | | | |
| | | Protect river embankment with large riprap or gabion. | | |
| | | | Cut-back slope and remove unstable rock; benching if feasible and fallout zone at bottom of slope. | |
| con-<br>pre-<br>rock.<br>may<br>gment | | | Cut high rock face well away from highway and provide fallout zone at bottom of slope; benching where feasible. | |
| | | | | Open blocked drainage and convey water downslope to prevent excessive seepage into rock stratas. |
| | | Stabilize unprotected portion of highway embankment with gabion walls. | | Open the draws and convey the water downslope to prevent it from penetrating rock. |
| | Studies needed to determine specific slope protection measures. Possibilities include improved drainage, rock buttress or rock inlay (base support), benching and failout area. | | | |
| | | | | Channel drainage and place culvert for runout. |
| | Bench slopes and restrict cut slope to 1:1 to 1½:1. | | | |

## Erosion

The canyon unit entails continuous cuts from Station 824 near the western terminus, to Station 874, near the eastern terminus at Sandy Creek, a distance of 5,000 feet.

The uncut slopes along the project route have good natural vegetative cover due to the organic soil. The slopes when cut, however, will be mostly devoid of organic soil and the steeper slopes will be especially difficult to revegetate. Seeding and mulching is not done on bare rock slopes. On slopes steeper than 1½:1 having some soil, seeding and mulching will normally be sufficient to prevent exaggerated soil loss. More stringent methods will be used in areas where grass has difficultly taking hold. If it proves that revegetation cannot be accomplished on some slopes, some erosion will be unavoidable. The cut areas most critical to revegetate are those located on the unstable slopes between Stations 822+00 to 825+50, 834+70 to 839+50, and 854+40 to 857+60.

Except for low cuts at Stations 837+00 to 838+20 and Stations 856+80 to 859+70, fill is likewise continuous throughtout the canyon unit. Most fills are sloped at 1½:1; with the flattest, 4:1. The fill slopes are expected to vegetate rapidly from seeding and mulching, as well as from natural seeding, because the fill contains more soil materialsand, being broken up, better accepts moisture.

In the valley unit east from the airport hanger at Station 908, proposed excavation cuts into the hillside until it joins the existing highway at about Station 912. A potential slide exists between Stations 908 to 913+50. Specific erosion control methods will be determined after the area is studied in detail.

It is the policy of the Oregon State Highway Division to stipulate in its road grading contracts that all ground surfaces exposed to erosion be seeded and mulched. To assure that there is no undue delay in applying proper erosion control methods, penalty provisions are written into each grading contract.

So that potential erosion of soils and possible siltation of streams is kept to a minimum during construction, such devices as berms, sodding, siltation traps, slope drains, settlement ponds, check dams, brush barriers, diversion dikes and ditches, hay bale barriers, and energy dissipators will be employed when appropriate.

## Material

Grading will require the excavation of approximately 300,000 cubic yards of soil and rock. Of this quantity, about 215,000 cubic yards will be used for road embankment and rock slope protection. The remaining 85,000 cubic yards will be disposed of in an existing waste site (20,000 cu. yds.) at the western end of the project and barren areas located within highway right-of-way (65,000 cu. yds.). In this manner excavated material that would have otherwise used valley unit pasture for embankment can be disposed of on less valuable land. Further, disposing of material at the existing waste site will enable it to be used as a gravelled pull-out area for traffic.

All work associated with the excavation and disposal of material is governed by Section 106 the Oregon Transportation Commission's Standard Specifications for Highway Construction to insure conformance with pertienent laws, statutes, ordinances, rules and regulations for the protection of the environment.

The Culver Quarry site has been identified as a potential source for crushed aggregate. This privately-owned prospect is located about five miles west of Remote. If the site is used, a temporary culvert-type bridge is contemplated to transport trucks and equipment across the Middle Fork Coquille River. All work would be done during the summer low-flow period, with appropriate measures taken to protect the fishery which is of considerable importance.

The other prime source for asphaltic concrete (AC) rock is the Kincheloe Quarry. Although no quantity figures are available, ample reserves remain for the Remote project. The haul distance from the quarry site one-fourth mile south of Highway 42 is about 4½ miles to Remote. The quarry is privately owned.

In the event that the contractor elects to furnish his own material source, the operation will also be administered according to Section 106.5 ("General Requirements Concerning Sources of Borrow and Aggregate") of the _Standard Specifications for Highway Construction_, as supplemented, to insure satisfactory treatment and reclamation.

## Traffic, Air Quality and Noise Impacts

As discussed under project description and purpose, the intent of this project is to improve vehicular mobility and safety. This will be accomplished by the vast upgrading of traffic capcity which will result from widening the roadway to acceptable standards (12 foot lanes and 8 foot shoulders) and providing a safe passing opportunity through the valley unit. Speeds through this short section should increase by approximately 10 miles per hour and traffic tie-ups caused by slow moving vehicles should be reduced with the passing opportunity provided.

This project will also eliminate the last grossly deficient section of ORE 42 between its junction with U.S. 101, forty miles westward, and Mystic Creek, ten miles to the east. The continuity in roadway character this establishes should ease undue driver tension caused by negotiating greatly different highway stretches. Other things being equal, this should benefit traffic safety.

Construction staging will disrupt traffic throughout the canyon unit and at the eastern 2,000 feet of the valley segment. Considerable grade changes are unavoidable if traffic is to be moved from the old to new alignment in the canyon.

The length of delay or difficulty of travel cannot be accurately guaged until construction commences, although initially delays could be over thirty minutes. Such delays will occur throughout the first construction season, but progressively lessen as work is completed. Some commercial traffic may opt to use ORE 38 as an alternate route. Relative to ORE 42 between Roseburg and Coos Bay, using ORE 38 would add about twenty minutes to total trip time.

Given the failure to complete this project, none of the mobility and safety factors mentioned above would be realized. As traffic volumes continue to grow, the no-build situation would lead to a progressive deterioration in both traffic service and safety.

This project will have a negligible effect on air quality in the long-term (20 year period) as traffic volumes are not high enough to generate significant amounts of pollutants from auto and truck emissions.[16] Construction activities which disturb dry soils cannot avoid the generation of dust; vehicle traffic will also cause dust when the dry, soil-surfaced detour routes are traversed. The occurrence of dust during construction, however, will be kept as low as possible by periodic sprinkling with water. In any event, annoyances caused by dust will only be temporary throughout the construction period.

Car and truck noise will be reduced at the remaining receptors (the Fetter residences and Remote Store) as the proposed realignment places the nearest travel lane several hundred feet farther away compared to the existing route. Existing $L_{10}$ sound levels at the affected receptors are estimated to fall between 72 and 74 decibels (dBA). The low volume of traffic, however, makes estimating sound levels very uncertain. Future sound levels at the two receptors should be at least 3-4 decibels lower when compared to the no-build case since the distance separating the affected sites from traffic will be increased about seven-fold.

[16] Traffic volumes are not sufficient to require an Indirect Source Construction Permit from the Oregon Department of Environmental Quality.

## Land Use and Social Impacts

Approximately forty-four acres of existing land area is required for the proposed highway right-of-way. This acreage comes from portions of nine ownerships which mainly consist of steeply sloped and partially timbered hillsides (48%) or pasture land of moderate quality (25%). Remaining right-of-way acreage is either rural-residential (19%) or riparian (8%) land.

The hillside acreage largely involves the northern slope off the existing roadway in the canyon unit. The primary economic value of the hillside comes from its limited production of timber. Steep slopes and unstable geologic conditions have precluded land development of this area. The proposed excavation into the hillside area is necessary to keep road embankment out of the Middle Fork of the Coquille. Benching the hillside "cuts" will keep the cleared area to a minimum, however.

Agricultural land required for the project consists of moderate quality pasture in the valley unit. The affected parcel is an irregularly shaped field of about fifteen acres. This "unit" is presently idle and has previously been used as a private airstrip. The relatively small size of the parcel probably limits its best agricultural use to pasturage.

The proposed northerly realignment of ORE 42 in the valley would bisect the pasture, removing approximatley six to eight acres. Remaining pasture area may prove to be too small for economical use; owners of the property would be compensated if reduced values are caused by the project.

Several means of minimizing the amount of pasture required for the realignment have been investigated. These methods include repositioning the proposed alignment, leaving the present roadway as it is, or redesigning the roadway to minimize right-of-way width and road fill. Repositioning the alignment could not reduce pasture loss without displacing the Remote Store and abutting Fetter residence (both historic structures) and encroaching on the 100 year flood zone of the Middle Fork. These negative aspects were judged as greater adverse impacts than pasture loss. Leaving the present roadway unaltered would avoid pasture loss but require the disposal of about 200,000 cubic yards of excavated material from the canyon. Waste disposal sites are very limited in the project vicinity; no site of sufficient size is located within an economical hauling distance.[17] This can be easily understood when one considers that the cost of hauling 200,000 yards of material just one mile is about $30,000. Adding the cost of land acquisition for a disposal site (probably a minimum of 20 acres), the environmental impact of depositing excavated material, and associated reclamation costs, the cost of totally avoiding pasture loss appears excessive (pasturage is valued at $800-$1200/acre for farm purposes).

Instead of totally eliminating pasture loss and the transportation benefits of improved traffic flow and a safe passing opportunity, it appeared more prudent to investigate means of reducing the acreage requirement without sacrificing the transportation objective. It is possible to reduce road embankment requirements by as much as 85,000 cubic yards (65%) and pasture loss in the valley unit by about three acres by using a previous waste disposal site located at the western project terminus and portions of the existing highway that will be obliterated upon completion of the proposal. Grading and graveling these areas will also provide roadside turn-outs and parking for travelers and fishermen. These provisions can be accomplished without adding significantly to the cost of the project while measurably reducing environmental degradation and are therefore part of the final highway design.

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[17] An "economical" hauling distance can be defined as the distance where the cost of the haul plus the cost the land area to be used for disposal is less than or equal to the cost of next best site. In this case, the "next best" site is considered the pasture area.

Access to abutting property will be provided as a provision of this project. Access to the Remote Store will be revamped by providing an entrance and exit to the "old" highway several hundred feet east of the proposed bridge over Sandy Creek and just east of the store. This will provide traffic traveling to and from the store with safe entrances and exits. Moreover, much less hazard will exist in front of the store as previous conflicts between traffic entering and leaving the store and through traffic will be eliminated.

The proposed alignment in the valley segment requires the relocation of two families. This impact is unavoidable if proper road alignment and continuity between project sections is to be maintained and if disturbance to the historic covered bridge over Sandy Creek is to be avoided. One family is renting a small wooden-framed dwelling; a mobile home owned by the couple is also on the site. Initial discussion with the couple indicates they desire to relocate on a site suitable for their trailer. The other family is living in a small travel trailer. While the possibility exists for relocating the trailer on remaining land, this family may elect to relocate in another area. Relocation assistance in the form of property downpayment assistance and moving cost compensation is currently being explored to minimize financial aspects of the prospective displacements. The various relocation assistance measures and benefits available to displaced persons are summarized in Appendix A.

Changes in land development as a result of this project are not expected given the present agricultural and forest zoning adjacent to the proposed highway right of way and the restrictive limited access policy now in force for the project section. In the valley unit, however, remaining parcels on each side of the proposed facility will be of reduced future agricultural value because of their small size.

Coos County is presently revising their interim zoning ordinance to conform with the "Statewide Planning Goals and Guidelines" which were adopted by the Oregon Land Conservation and Development Commission in January, 1975. While rural highway projects of this nature are not normally reflected in county-level comprehensive plans, this document will be forwarded to the Coos County Planning Department as a source for possible zone changes that may be called for given the impacts of this project.

Possible land use impacts in the absence of this project's implementation should be negligible. This stems from the comparative lack of land use change stimuli influencing the area.

## Historic Impacts

The three sites eligible for nomination to the National Register of Historic Places will remain undisturbed as they fall outside the proposed highway right of way. The Sandy Creek Covered Bridge will be more visible from the realigned roadway and access to it will be improved by better access to and from Sandy Creek County Road.

There are no previously known archeological artifacts within the proposed construction area. An archeological survey conducted in May of 1976 did not discover potential sites in the project vicinity. Notwithstanding this apparent absence of archeological resources, there remains a chance that artifacts will be uncovered during construction. In the event that archeological remains are exposed during construction, the findings will be immediately reported to the University of Oregon Museum of Natural History. Construction activities would be halted until a determination of the significance of the find is made. In this manner assurances concerning archeological preservation stipulated in Section 105.13 of the Standard Specifications for Highway Construction (Oregon Transportation Commission, 1974) will be fulfilled.

# HEARING RESULTS AND RESPONSES TO COMMENTS

## Public Hearing

A corridor-design public hearing was held July 8, 1976 at the Bridge Grange Hall, Bridge, Oregon. Approximately fifteen persons were in attendance. Only five individuals gave oral comment on the project. Two individuals who had registered for comment elected not to speak. Two of the five individuals who orally commented also submitted written comments. Three letters were received after the hearing from parties not in attendance. Public opinion on the project is therefore comprised of five oral testimonies and five written comments.

Three of the five individuals presenting oral commentary expressed disfavor with the build alternative evaluated in the draft negative declaration and recommended for design approval in this document. Two of these individuals would prefer other sections of ORE 42 to be given higher improvement priority. One of the individuals is an attorney representing two property owners from whom right-of-way is required and the other individual is one of the individuals represented by the attorney. These individuals also advocated an alternative which would avoid bisection of the pasture behind the Remote Store; their testimony is responded to in the comment and response section which follows. The third individual, who is related to the parties represented by the attorney, expressed the opinion that the project should not be initiated as long as her mother was alive (who, at the time of the hearing, was living in the residence adjacent to the Remote Store but has recently passed-away). Of the remaining two individuals presenting oral comments, one favored the project as proposed and the other did not express an opinion (in written testimony submitted after the hearing, this individual again did not express a definite opinion, but instead advanced numerous alternatives to those presented in the draft).

In written testimony, three of five respondents favor the present proposal (City of Coquille, the Coquille Chamber of Commerce, and the East-West Highway Committee). The remaining two respondents do not favor the project as proposed: one party preferred the no-build (in the absence of other build options) with the other individual not directly expressing a preference but recommending other options. Both of these individuals gave similar oral testimony at the hearing.

In conclusion, the evaluation of public testimony shows that local parties disfavor the project alternative recommended for design approval. These individuals include property owners from whom right-of-way is required and a relative of these owners. Testimony in favor of the project came from parties residing outside the project area who in general endorse the upgrading of ORE 42.

## Comments and Responses

This section evaluates comments received on the draft negative declaration and testimony presented during or after the corridor/design public hearing. Critical comments were not received from the two state agencies and one local government commenting on the draft declaration; the letters received are appended to this document. No comments were received from private parties or organizations on the draft negative declaration.

Numerous comments and suggestions were made as part of hearing testimony; responses to this commentary follows. To help commentors find their comments and the corresponding responses, an index has been provided.

## Comment and Response Index

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Clifford Jennings

Comment:

"It is the opinion of the property owners Clifford Jennings and Maude Masters, formerly Maude Minton, that the Remote Section is improperly classified under the purpose of the draft negative declaration as grossly deficient. Many sections of the highway already completed contain more excessive curvature than the Remote Section; for example, McMullen Creek Road area, Sugarloaf area."

Response:

The draft negative declaration states on page 1 that "The proposed project is part of a long-term capital improvement program for Highway 42. Basically, this program calls for reconstructing road sections along "42" that remain grossly deficient." The footnote goes on to say that "Such deficiency primarily stems (emphasis inserted) from narrow roadways, excessive curvature and gradient and the lack of passing opportunities. Deficiencies other than those mentioned in the draft negative declaration exist: the narrow bridge over Sandy Creek; narrow or non-existent shoulders; and poor pavement condition.

tape

The commentor's statement that: "...Many of the highway sections already completed contain more excessive curvature than the Remote Section." is true. These sections, however, have twelve foot travel lanes and paved shoulders. Reducing curvature on these sections was not previously done because of the excessive costs and difficult terrain. In addition, the East West Highway Committee did not stipulate sections completed since 1960 on their list of priority sections for ORE 42 submitted in 1975. This list contains the following sections: Remote, Slater Creek-Mystic Creek, Mystic Creek-Camas Valley, Camas Valley-Muns Creek, Muns Creek-Winston, and China Camp Marsh-Coquille. Slater Creek-Mystic Creek is under construction now.

Clifford Jennings

Comment:

"The property owners further feel that realignment and widening of the existing road is far preferable to relocation and taking of additional property."

Response:

Realigning the existing roadway in the valley unit could not take place without acquiring additional right-of-way. This option was rejected in the reconnaissance phase because of several deficiencies. First, realigning the existing facility and avoiding the Remote Store and abutting historical residence would require approximately 800 feet of encroachment into the Middle Fork Coquille floodplain. Encroachment into the main channel of the Middle Fork would also occur for a distance of 400 feet. Extensive riprapping would be required which would add $60,000 to project cost. If the rock material excavated from the canyon unit is of inadequate quality and/or quantity, realignment would be financially prohibitive because of the high cost of importing suitable rock. Since the status of the rock material cannot be accurately predicted until earthwork commences, and a significantly less costly alternative exists, the decision was made to recommend the proposed alternative for design approval.

Another factor which entered the decision was the greater traffic benefit possible with relocation versus reconstruction. The proposed route would provide a passing opportunity 2900 feet long which could be used at all times because of the provision of four lanes. A realigned route basically following the existing alignment would be limited to two lanes and only 1600 feet of sight distance. Passing opportunities would not always avail themselves on a two lane facility nor could passing maneuvers be accomplished as safely as on the proposed 4-lane passing bay.

Another consideration in the decision to relocate the existing highway through the pasture behind the Remote Store and north of the existing highway was the disposal of material excavated in the canyon unit. Using what would otherwise be waste material as road embankment through the pasture provides the most economical means of disposing of the excess canyon unit material. Realigning the existing highway in front of the store on a gradient high enough to keep the road grade above floodwaters (and avoiding the Remote Store) would require extensive encroachment into the Middle Fork Coquille river floodplain and approximately 400 feet of channel encroachment. The additional cost of riprap protection of slopes cannot be justified on economic grounds and would have to be based on social or environmental grounds. On social grounds the preservation of the pasture would benefit the psychological disposition of the owners based on their registered discontent over the loss (the owners will receive the fair market value of the pasture plus additional payments if severance is involved). In addition, an unknown percentage of the public may feel better-off if the pasture is preserved. However, these social benefits could not be realized without the additional expenditure ($60,000), which is equivalent to approximately $7,500 per acre of pasture land preserved. Environmentally, realigning towards the river would degrade the aquatic resource by eliminating riparian vegetation and destroying and disturbing spawning habitat of chinook salmon. The natural resource agency having jurisdiction over such matters (Oregon Department of Fish and Wildlife) objects to these impacts. For these basic reasons, the Highway Division recommends the proposed build alternative for design approval.

Clifford Jennings

Comment:
"The property owners are also of the opinion that the alternatives offered in the draft negative declaration were not really alternatives, but rather an ultimatum to build the highway as proposed or not build it at all. Engineering alternatives

would be possible following the existing location with improvements thereto. A further alternative not presented would be that of crossing the Middle Fork at the west end of the project and again at the east end of the project, and utilizing the property lying to the south of the river for relocation. This land to the south of the river is shaded and less fertile, making it less desirable for farming purposes than the property proposed to be taken."

Response:

The build alternative evaluated in the draft negative declaration was not intended to appear as an ultimatum. Other build alternatives were ruled out due to assumptions made regarding the location of a realignment: avoidance of the Remote Store and Fetter residence and significant encroachment into the Middle Fork of the Coquille.

Limiting improvements to the existing alignment would severely constrain the degree of transportation improvement--especially the creation of a safe passing opportunity. It should be noted that the proposed work in the Canyon Unit essentially adheres to the existing location. However, to avoid major encroachment into the river it is necessary to raise the grade and shift the centerline approximately 20 feet into the sidehill. This requires approximately 300,000 cubic yards of excavation. If the present alignment through the Valley Unit was followed, most of the material excavated in the Canyon Unit could not be used as road embankment without taking the Fetter residence and Remote Store or damaging the Middle Fork Coquille river. Therefore, adhering to the existing alignment would require the disposal of excess material on a suitable waste site. Unfortunately, there is insufficient area within an economical haul distance to dispose of the excess material excavated in the Canyon Unit. Moreover, the disposal would not only add significantly to project cost, but would also adversely impact the natural environment by displacing and altering wildlife habitat.

The suggested double crossing of the Middle Fork would add significantly to project cost and require considerable cutting into the hillside south of the river. The attendant adverse impacts to the natural environment (removal of wildlife habitat) and local scenery do not seem justifiable given the existence of an alternative which costs significantly less and primarily adversely affects non-prime agricultural land. Expending the additional funds would place an extraordinarily high value on the preservation of agricultural acreage. In terms of agricultural value, neither tract of agricultural land can be considered highly productive or worthy of special preservation considerations for agricultural production purposes. Preservation of the agricultural acreage would therefore have to be based on grounds other than agricultural value.

Clifford Jennings

Comment:

"The property owners do not feel that they were given sufficient input as to whether or not the buildings should be taken."

Response:

The only legal means of obtaining such input prior to a hearing is through comments made by a project "Citizen Advisory Committee". For projects of this relatively small scale, and directly affecting only a few people, citizen committees are not normally appointed--as was the case here. Therefore, the only formal opportunity for interested parties to give comment is the public hearing. Testimony received at the hearing or in written responses following the hearing is used as input in making recommendations on the alternative to be advanced for Transportation Commission approval.

Incidentally, the informal public information session which precedes the formal hearing is intended to familiarize interested parties with project characteristics as well as answer questions which may arise. If the property owners feel they were misrepresented or that their questions were improperly answered, then their opinions, questions and ideas should be formally expressed at the public hearing or in written form after the hearing to be made part of the official record.

Clifford Jennings

Comment:

"The proposed project not only guts the finest farm between the Coquille Valley and Camas Valley, but divides it into two sections. The devastating effect of this destruction of land on Mrs. Jennings, now over 90 years of age, and her family; the resulting loss of business to the family store, seems unwarranted by what would be accomplished through the completion of this project as proposed. The draft negative declaration has not fully considered drainage problems through the farm property, and the statement that geological conditions in the valley unit are reasonably stable is contrary to experience. One area of the hillside to the Northeast of the ranch had a substantial slide without any excavation years ago."

Response:

It is the opinion of the Highway Division that bisecting the pasture is less destructive than alternative locations for a four-lane passing bay. The land in question is not part of an economic farm unit and is the smallest portion of two agricultural parcels presently divided by the highway. Owners of the affected parcel will receive compensation for the market value of the acquired property and additional payment if severance losses are involved. Unfortunately, projects intended to benefit the road user in general cannot always be accomplished without causing displeasure among directly affected property owners.

Field geology surveys indicate that drainage and landslide problems are avoidable provided that proper procedures are employed. Subsurface drainage will likely be transported through the road fill by perforated drainage pipe to a lateral drainage ditch. The slide you mention appears to have stabilized and the proposed cut through its toe is not expected to trigger instability. It has been recommended that the toe of the cut slope be buttressed with rock to reduce the chance of mass movement.

Clifford Jennings

Comment:

Since the draft negative declaration contains the one engineering alternative, the property owners hereby submit their position as favoring alternative two (no-build).

Response:

Comment noted. Responses to several of your previous comments in addition to the discussion on pages 9 and 10 and 30-31 of the draft negative declaration give the reasons why the Highway Division recommends the bypass route in the valley unit.

George Gant

Comment:

"1. It appears to me in looking at the highway projects that you've already completed that there are many areas that are in need of repair on sections you've already completed more than the Remote Section. There are sharper curves in the McMullen Creek area, in the Sugarloaf area; we're talking about a highway now that is committed to 55 mile an hour travel. You've got many, many sections of this highway that are limited to 20 mile an hour travel.
2. It seems ridiculous to me to be talking about a 4-lane passing bay, a straightening of this section of highway that can already be traversed at 55 miles an hour, when you have these conditions existing. Only the survivors of the eastern end of the highway will enjoy the benefits of what you propose in the Remote area."

Response:

There are several sections on ORE 42 which have higher deficiency ratings than the Remote Section (e.g., Mystic Creek-Camas Valley, Camas Mountain and Coquille-China Camp Marsh) but the McMullen Creek area is not one of them. Completion of the Slater-Mystic Creek section which is located approximately five miles east of Remote will eradicate the remaining 20 mile per hour (MPH) curves on ORE 42. Incidentally, a "safe" traveling speed on the present alignment is closer to 40 MPH.

Regarding the safety of travel east of Remote, completion of the Slater-Mystic Creek project this year will leave only the Mystic Creek-Camas Valley and Camas Valley-Muns Creek sections substantially deficient and in need of improvement.

The current shortage of funds has postponed the implementation of these high priority improvements. A factor which weighed heavily in the decision to program the Remote Section improvement before those on either side of Camas Valley was the comparatively low cost: approximately one-sixth the cost of improving the other sections.

George Gant

Comment:

"It's obvious that the highway needs to be improved, but it would appear to me that you have selected an area the closest to the people making the noise to appease them. You've also selected the cheapest possible project that you could put in that provides the least benefit to the motorist."

Response:

The first "Six Year Construction Program" (January, 1975 to June 30, 1981) approved by the Transportation Commission on May 30, 1975, programmed ORE 42 improvements in the following sequence: Remote Section, 1976-1977; Mystic Creek-Camas Valley, 1978-1979; and Camas Valley-Muns Creek, Unit 1, 1979-1980. This initial scheduling was largely based on the position of these projects in the project development process (it takes years to bring a project from inception to contract). Since the Remote Section was a high priority project on ORE 42 and the engineering work and environmental requirements could be completed before other sections, it was logical to program it ahead. The latest construction program (adopted June 29, 1976) has the Remote improvement programmed for fiscal year 1978. Approval of this final negative declaration is necessary before plans, specifications and estimates can be prepared for contract letting. Unfortunately, it is not possible to schedule projects solely on the basis of need and benefit to the motorist because of cost-revenue considerations and precedence given to prior program commitments.

George Gant

Comment:

"Here you've selected the only flat land between Camas Valley and the Coquille Valley; you've proposed a project where the major part of it is going to bypass the present used highway so your contractor won't have to contend with traffic problems; you've picked a flat land area for the most part except on the west end; and it appears to me that what is being proposed is something to appease the people who are advocating the benefits of improving "42", but not really selecting the areas that need the benefits of such a project."

Response:

See answers to the two immediately preceding comments.

George Gant

Comments:

"I'm not familiar enough with the eastern end of it to really be specific as to areas, but I am sure that you know of the 20 mile an hour curve areas that I speak of. Some of them, I believe, are to the east of Bear Creek, some of them are on the other side of Camas Mountain, but we all realize that why have an area that will have a passing lane and high-speed traffic when you've got bottlenecks at 20 miles an hour. It seems to me that in order of priority that this was a poor selection to start."

Response:

Your opinion is noted.

George Gant

Comment:

"Well, with respect to the landowners, the affect on the ranch and the store appear to me to be quite detrimental, besides cutting the ranch in two, and it is quite a picturesque ranch; you're taking the prime pasture; you're cutting between the house and the barn; you're putting the store on a bypass area, that really is cutting off the type of business that the store enjoys."

Response:

As discussed on pages 30-31 of the draft negative declaration, alternatives to bisecting the pasturage behind the Remote Store have been judged as causing more serious environmental degradation. Owners of the pasture will receive monetary compensation for the fair market value of the displaced acreage; severance damages will be paid if the bisection lowers the agricultural value of the remaining pasture.

As stated on page 32 of the draft negative declaration: "Access to the Remote Store will be revamped by providing an entrance and exit to the "old" highway several hundred feet east of the proposed bridge over Sandy Creek and just east of the store." The Highway Division feels that these approaches will provide traffic with satisfactory access to and from the store. It does seem plausible, however, that the presence of passing bays will make some travelers less inclined to patronize the store. Unfortunately it is not possible to estimate the percentage of travelers in the category of: "would have stopped but did not because of the passing opportunity." Legislation does not currently exist which allows the compensation of business losses which may have been caused in part or whole by a highway improvement.

George Gant

Comment:

"But certainly as far as the landowner is concerned, he would prefer an alternative that would cross the river going up the east side of the river, crossing back and looking at it from an aerial photo, from you standpoint, you could achieve a much straighter line through that type of proposal."

Response:

Comment noted. As discussed in responses to several of your earlier comments, the cost of this alternative is prohibitive.

George Gant

Comment:

"But as I say, we are here studying alternative one or alternative two and so on behalf of these people, I would choose alternative two and say to you spend your money some place else where the 20 mile an hour sections are until you get all the traffic able to move at the same speed that it can move through Remote and then if you want to add passing bays and higher speed areas for passing, add those in the future. Thanks."

Response:

Comment noted.

Rep. Ed Stevenson

Comment:

"The bypass of the store certainly will have an economic factor upon the business there, and I would assume that that would be taken into consideration in making a settlement for the property that's taken, and also the problems that will be caused by the dividing of the ranch, in making a fair settlement. Certainly you are diminishing the property value of that particular piece of property and it should be reflected in the settlement that's made."

Response:

The "1970 Uniform Relocation and Real Property Assistance Act" which governs the acquisition of property and relocation of people and businesses does not have provisions for public compensation of business losses. It is the responsibility of the Highway Division to restore satisfactory access to the store from the new alignment; the Highway Division believes that its access design will accomplish this. However, the Highway Division acknowledges that restored access per se cannot prevent business losses.

Esther Lancaster

Comment:

"By not raising the roadbed as proposed would leave much waste material. The highway should be raised near Sandy Creek and Slide Creek Bridges to be above highest flood stage but not the amount proposed in the design discussed. (I believe the excess waste materials could be used to good advantage in riprapping cuts along the Middle Fork on Mr. Jennings' property or on Mr. Gregg's Sandy Creek property where he has been rocking to keep the creek from washing away his fields.) This material could all be moved on private land (Mr. Jennings and Mr. Greggs have joining land) using the largest size earth movers available.

In the not too distant past, 1928, the point at the confluence of Sandy and the Middle Fork was wide enough to have three buildings facing Highway 42 with wide driveways between and toward the mouth of Sandy Creek more buildings and a sawmill. The creek and river have eroded this point to the area it now has. Would there be opposition to using excess rock and dirt to restore the point to the acreage of 1928? Such restoration would make a good place for parking for fishermen for this is a popular steelhead fishing site."

Response:

The areas you suggest could be used as waste material sites, but it's doubtful that sufficient riprap would be generated to protect the exposed soil mass. Ironically, the streambank stabilization along the Middle Fork and Sandy Creek would be objectionable to the Oregon Department of Fish and Wildlife since the natural channels of the respective streams would be disturbed. Without the expressed cooperation from the Oregon Department of Fish and Wildlife it is not practical to pursue the stabilization suggestions.

Esther Lancaster

Comment:

"...how much is gained to have one passing place--four or twenty lane--if after passing again come (sic) behind slow traffic and not another place to pass for a number of miles."

Response:

The situation you describe would result in very little travel time savings for the driver passing the slower moving vehicle. Given the relatively light traffic on ORE 42 through Remote, however, this situation should not predominate. Incidentally, the nearest passing opportunity west of the proposed bays which meets state standards is at M.P. 31.97 (approximately 7 miles from Remote) and east of Remote at M.P. 49.0 (upon completion of Slater Cr.-Mystic Cr. improvement).

Esther Lancaster

Comment:

"As an alternate route, other than the No-Build, and the route proposed by Mr. Gant, have you considered widening the existing roadbed through Remote on the river side by building up with the waste from the cut and benching in riprapping both sides of the river channel. I realize the road is practically in the river east of the store as it is farther east at the east end of the proposed project which was rock walled on both sides and proven successful stabilizing the river at this point."

Response:

The suggested "river side" route is feasible but is objectionable to the Oregon Department of Fish and Wildlife because it would encroach on the channel of the Middle Fork Coquille River and disrupt chinook salmon spawning grounds. Keeping the embankment out of the river by constructing a bin-type retaining wall would alleviate adverse fishery impact but would be excessively costly: approximately $565,000. The Highway Division does not feel it can justify expending this sum of money to prevent the loss of approximately 7 acres of agricultural land.

Esther Lancaster

Comment:

"I'm Esther Lancaster and I might as well ask my question directly to the people in power on this. We live at Bridge, one mile east. At the time they bought the right-of-way through that property, approximately 1959, nearly 20 years ago, they bought enough width, that's nearly, I don't know, is that a quarter of a mile or a half mile, where they bought that extra, I don't know just the length of it, but they have the width there for a passing bay, which is just six miles west of the one that you are talking about now at Remote. And I was just curious about why that wasn't finished. Thank you."

Response:

A review of Highway Division records indicates that only enough right-of-way was purchased for the present two-lane highway. There is not enough right-of-way to economically construct an additional two lanes in the area you suggest.

Esther Lancaster

Comment:

"It seems to me the monies which would be used on the proposed project would be better expended in the interest of the driving public if it were used for a number of paved turn-outs for slow traffic and three or four lane passing areas where practical to construct. There are several places between Myrtle Point and Camas Valley where such construction would be feasible. For example, McMullen Point could be straightened using the waste to build a four lane passing stretch on state owned right-of-way between McMullen Creek and King Creek. Cribbins Mill, near Belieu Creek, could be widened for three lane up the hill with less than one mile to move waste materials to the unused wide right-of-way one mile east of Bridge which is approximately one half mile in length. East of Endicott Creek is a comparatively level place sufficiently wide for passing lane and turn-outs on both sides of the existing roadway. East of Kincheloe gravel quarry is a similar place. East of Frenchie Creek is a passing place now which has sufficient length with some leveling and paving could be used for three lane passing for both east and west bound travel."

Response:

As described on page 6 of the draft negative declaration, the Remote Section is one of six sections on Highway 42 in need of improvement. In spite of revenue shortages for new construction on the primary highway system, it remains a high priority as reflected in its placement in the Highway Division's "Six Year Highway Improvement Program" (July 1, 1976 to June 30, 1982) for construction in 1978. This need was established from project lists submitted by local governments, public meetings held in 1975 on the preliminary "Six Year Construction Program", and deliberations of the Oregon Transportation Commission. These factors give higher priority to the proposed improvement than the type of improvement you suggest.

In response to your suggestions, however, the following evaluation is provided:

State design criteria require that 2,900 feet is the minimum distance required for a safe passing opportunity. The 1969 American Association of State Highway Officials (A.A.S.H.O.) standards for highways other than freeways lists 2,100 feet as a minimum distance for 55 MPH speeds.

Using the above criteria, only the McMullen Creek (M.P. 28.6) - King Creek (M.P. 29.2) area has adequate distance for a passing bay. The other areas you suggest could be developed into slow vehicle turn-outs. Also, the idea of using McMullen point as a source of material appears logical, although this point could be a slide area and would have to be thoroughly investigated.

The areas listed below are all for eastbound traffic only, since no areas are available for westbound traffic:

## Tangent Passing Possibilities from
## M.P. 25 to M.P. 45

| M.P. | to M.P. | distance ± | Remarks |
|---|---|---|---|
| 25.53 | 25.75 | 1160' | Does not meet standards |
| 26.00 | - | - | Unpaved turnout |
| 26.48 | 26.85 | 2110' | Meets A.A.S.H.O. 55 MPH |
| 27.39 | 27.59 | 1060' | Does not meet standards |
| 28.14 | 28.38 | 1270' | " " " " |
| 28.88 | 29.22 | 1795' | " " " " |
| 29.30 | 29.57 | 1425' | " " " " |
| 30.27 | 30.90 | 3325' | Meets state standards, Road to Bridge at M.P. 30.69 |
| 31.42 | 31.97 | 2905' | Meets state standards |
| 32.26 | 32.57 | 1640' | Does not meet standards |
| 32.79 | 33.06 | 1425' | " " " " |
| 33.41 | 33.91 | 2640' | Meets A.A.S.H.O. 55 MPH |
| 34.66 | 34.86 | 1060 | Does not meet standards |
| 35.62 | 26.02 | 2110' | Meets A.A.S.H.O. 55 MPH |
| 43.17 | 43.37 | 1060' | Does not meet standards |

As can be seen on the list there are only two areas that meet State standards while there are three more that meet A.A.S.H.O. standards. The one area with over 2900 feet is also involved in the access to the community of Bridge which diminishes its desirability as a passing opportunity. These opportunities are dependant on there being no on-coming traffic, whereas the passing bays being developed at Remote do not have this restriction. The eight shorter tangents are good areas for frustrated drivers to attempt to pass and create a hazard both to themselves and other drivers.

The Slater Creek - Mystic Creek project (5 miles east of Remote) will develop a sure passing opportunity for eastbound traffic at the climbing lane M.P. 49. And a opportunity for both eastbound and westbound traffic at M.P. 50. The next opportunity is at Camas Valley M.P. 55.

Faced with the lack of assured passing opportunities elsewhere and the need for an economical and environmentally acceptable means of disposing of the excess excavation on the project, the double passing bay was included in the design.

The statement made as to why construct a good section of roadway with passing bays when the road to the east has several 20 MPH sections. This statement was valid at the time of the hearing; however, with the completion of the Slater Creek-Mystic Creek project, and the future construction on the Mystic Creek-Muns Creek section, this would no longer be a valid reason for postponing the Remote Section improvement (including the passing bays).

## BASIS FOR NEGATIVE DECLARATION

The proposed project would improve traffic safety and mobility on the subject section of ORE 42 by providing a four lane passing bay and reconstructing presently narrow and deteriorating roadway to acceptable two-lane standards. To accomplish these objectives approximately forty-four acres of new right-of-way is required. Right-of-way requirements stem from the proposed realignment of the highway east of Sandy Creek for the provision of passing bays and excavation west of the creek in canyon terrain required to avoid major encroachment into the Middle Fork of the Coquille River.

Assessments of the project's social, economic and environmental impact have determined that significantly adverse impacts are lacking. The Remote area is sparsely populated and relocation requirements are limited to one renter occupied wood-frame dwelling unit and a travel trailer. Initial contact with occupants of these dwellings indicate that relocation will poise no serious problem. While the remaining resident in the project's immediate vicinity is displeased with the proposed alignment, traffic will be further from the resident's home and place of work (Remote Store); this will reduce noise levels and improve local air quality.

Owners of property required for right-of-way will receive full compensation for the market value of their parcels. Pasturage required for right-of-way behind the Remote Store is not considered prime or unique farm land based on the relatively small size of the unit, its isolation from agricultural acreage south of the existing highway, and its low capability to produce unique crops of local, state or national importance.

The Remote Store, which would be bypassed by the proposed realignment, will be provided with a new access through the provision of a turning refuge on the realigned highway and access spur off the highway to the old route. It is expected that the new access will be sufficient to prevent business hardships on the store as a consequence of the new routing. Moreover, the alternatives of displacing the store, which is on the "Statewide Inventory of Historic Places," or encroaching on spawning habitat in the Middle Fork Coquille River, were deemed significantly adverse and were therefore rejected.

The clearing of vegetation of value as wildlife habitat is not considered significantly adverse given the relative abundance of the involved habitats; animal species on the Endangered Species list are not affected by the project. Aquatic productivity of the Middle Fork will be largely unaffected by the proposal as fill encroachment is minimal and channel changes are not required.

For these reasons and the evaluation of public hearing testimoney and agency commentary, it is the conclusion of the Oregon State Highway Division that this project constitutes a "major action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the action will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Deputy State Highway Engineer

7-7-77
Date

FHWA Division Administrator

7-26-77
Date

# APPENDIX A

# RELOCATION BENEFITS
# AND
# ASSISTANCE

## ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

## GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

## INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a State Highway Division project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the State Highway Division on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the State Highway Division will allow the displaced person to present an unpaid commercial moving bill and the State Highway Division will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

## RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm] $140 [3 rm] $220 [5 rm]
$100 [2 rm] $180 [4 rm] $260 [6 rm]
Seven or more rooms – $300

Furnished
[Relocatee does not own furniture]

$15 per room up to a maximum of $300

## MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

| Amount of Payment | Square Foot Area |
|---|---|
| $100 | Up to 200 sq. ft. |
| $200 | 201 sq. ft. – 600 sq. ft. |
| $300 | More than 600 sq. ft. |

In addition to the moving payment based on a room count or mobile home square–foot area, a dislocation allowance of $200 will be paid.

## BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the State Highway Division from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "In lieu" payment are not eligible for any other relocation benefit payment.

## STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the State Highway Division and may not exceed twelve months.

## REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the State Highway Division.

Upon request by the displacee a preliminary determination of any of the above benefits will be calculated and presented to the displacee.

Claims for housing additives and rent supplements must be made in writing on a State Highway Division form supplied for this purpose and must be filed with the State Highway Division no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by State Highway Division personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

## POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days written notice. This notice will not be issued prior to the State having the right to legal possession of the property.

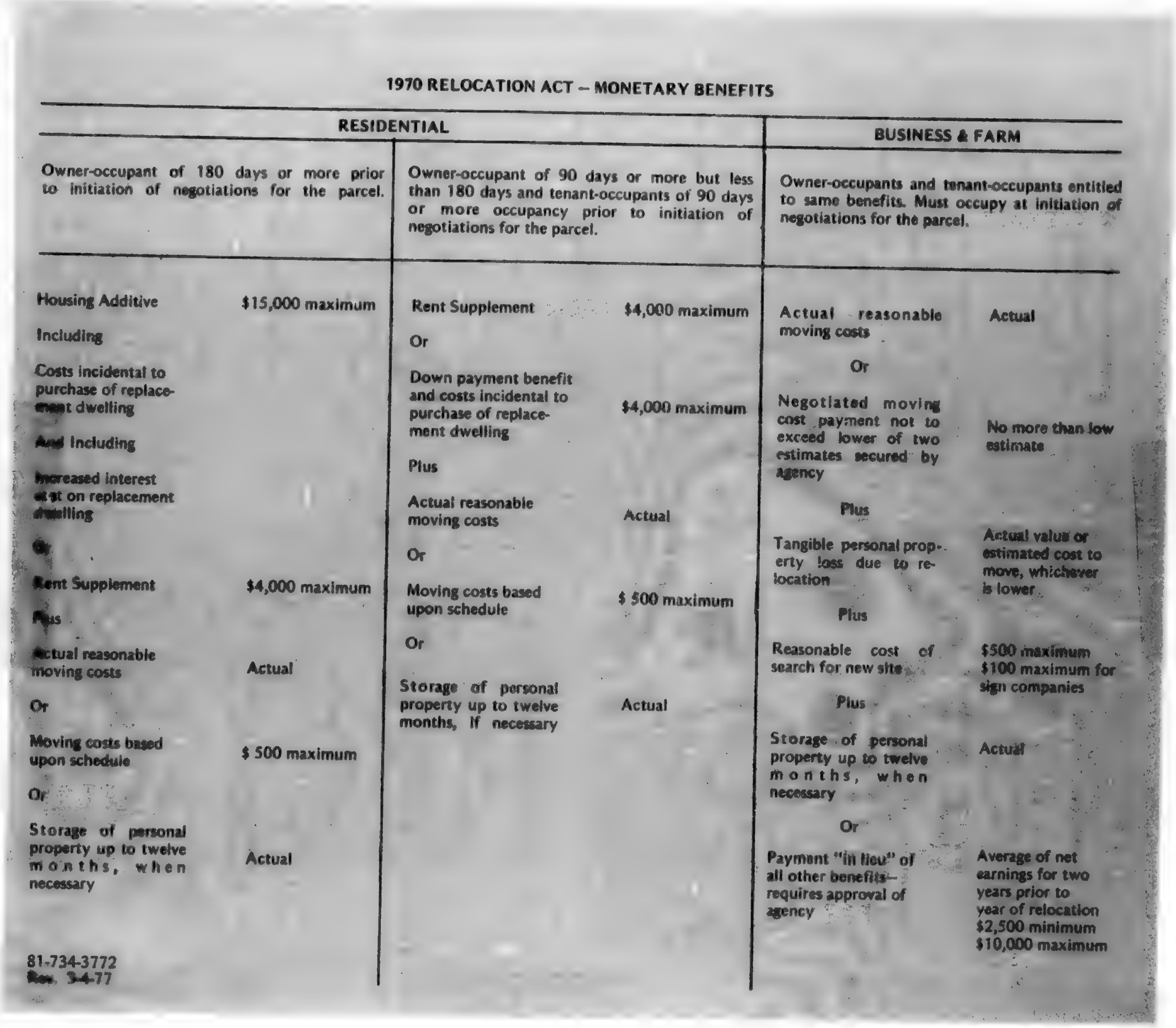
## APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Highway Division has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

## RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.



## 1970 RELOCATION ACT – MONETARY BENEFITS

| RESIDENTIAL | | | | BUSINESS & FARM | |
|---|---|---|---|---|---|
| Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel. | | Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel. | | Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel. | |
| Housing Additive | $15,000 maximum | Rent Supplement | $4,000 maximum | Actual reasonable moving costs | Actual |
| Including | | Or | | Or | |
| Costs incidental to purchase of replacement dwelling | | Down payment benefit and costs incidental to purchase of replacement dwelling | $4,000 maximum | Negotiated moving cost payment not to exceed lower of two estimates secured by agency | No more than low estimate |
| And Including | | Plus | | Plus | |
| Increased interest cost on replacement dwelling | | Actual reasonable moving costs | Actual | Tangible personal property loss due to relocation | Actual value or estimated cost to move, whichever is lower |
| Or | | Or | | Plus | |
| Rent Supplement | $4,000 maximum | Moving costs based upon schedule | $ 500 maximum | Reasonable cost of search for new site | $500 maximum<br>$100 maximum for sign companies |
| Plus | | Or | | Plus | |
| Actual reasonable moving costs | Actual | Storage of personal property up to twelve months, if necessary | Actual | Storage of personal property up to twelve months, when necessary | Actual |
| Or | | | | Or | |
| Moving costs based upon schedule | $ 500 maximum | | | Payment "in lieu" of all other benefits–requires approval of agency | Average of net earnings for two years prior to year of relocation<br>$2,500 minimum<br>$10,000 maximum |
| Or | | | | | |
| Storage of personal property up to twelve months, when necessary | Actual | | | | |

81-734-3772
Rev. 3-4-77

## Addendum

This supplement to the relocation benefits and assistance appendix describes relocation policy as it applies to "subsequent occupants"--those persons who do not qualify as initial occupants but who are in occupancy at the time the property is acquired (and who subsequently move from the property in question).

Policy: Subsequent occupants are entitled to relocation assistance advisory services as prescribed in the Federal Highway Program Manual, Chapter 7, Section 5, paragraph 2, in assisting them to locate adequate replacement housing (see discussion of replacement housing in Appendix A).

# APPENDIX B

# VEGETATION

# VEGETATION OF THE STUDY AREA

| | | |
|---|---|---|
| Woodlands: | | |
| 1. | Douglas Fir | (*Pseudotsuga menziesii*) |
| 2. | Grand Fir | (*Abies grandis*) |
| 3. | Port Orford Cedar | (*Chamaecyparis lawsoniana*) |
| 4. | Incense Cedar | (*Libocedrus decurrens*) |
| 5. | Pacific Madrone | (*Arbutus menziesii*) |
| 6. | Tanoak | (*Lithocarpus densiflorus*) |
| 7. | Western Hemlock | (*Tsuga heterophylla*) |
| 8. | Canyon Live Oak | (*Quercus chrysolepis*) |
| Riparian Woodlands: (1, 3, and 5) plus: | | |
| 9. | Red Alder | (*Alnus rubra*) |
| 10. | Bigleaf Maple | (*Acer macrophyllum*) |
| 11. | Oregon Myrtle | (*Umbellularia californica*) |
| 12. | Willow | (*Salix spp.*) |
| Brush: (8, 5 and 4) plus: | | |
| 13. | Blueblossom | (*Ceanothus thyrsiflorus*) |
| 14. | Snowbrush | (*C. velutinus*) |
| 15. | Pacific Rhododendron | (*Rhododendron macrophyllum*) |
| 16. | Oregon Boxwood | (*Pachystima myrsinites*) |
| 17. | Red-Flowering Currant | (*Ribes sanguineum*) |
| 18. | Himalayaberry | (*Rubus thyrsanthus*) |
| 19. | Thimbleberry | (*R. Parviflorus*) |
| Understory and Grasslands: | | |
| 20. | Bracken | (*Pteridium aquilinum*) |
| 21. | Poison Oak | (*Toxicodendron diversilobum*) |
| 22. | Horsetail | (*Equesitum arvense*) |
| 23. | Vetch | (*Vicia spp.*) |
| 24. | Wild pea | (*V. americana*) |
| 25. | Foxglove | (*Digitalis spp.*) |
| 26. | Pigweed | (*Amaranthus spp.*) |
| 27. | Sweetbriar Rose | (*Rosa rubiginosa*) |
| 28. | Wood Rose | (*R. gymnocarpa*) |
| 29. | Orchard Grass | (*Dactylis glomerata*) |
| 30. | Mountain Brome | (*Bromus carinatus*) |
| 31. | Little Quaking Grass | (*Briza minor*) |
| 32. | Bent Grass | (*Agrostis spp.*) |

# APPENDIX C

# HISTORIC PLACES

C-1

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 6, 1975

Ms. Maxine Banks
Environmental Section
Highway Building
Salem, Oregon 97310

Dear Maxine:

Our office has reviewed the Remote Section project of Highway 42, Coos County, Oregon. We have identified three historic features in the area that should be taken into account. These are:

Sandy Creek Covered Bridge. Spanning Sandy Creek, 75 yards from Highway 42. This was built in 1921, is the only covered bridge remaining in Coos County, and is one of sixty remaining in Oregon.

Remote Store. Although 1924 is not a particularly old date of construction, several other features give this building historical significance. The Fetter family, who built the store and maintain it presently, came to Oregon and settled in the area in 1848. The Remote Store is also significant to the area, serving as the store and post office.

Fetter (Laurence) House. The farm vernacular style house was built in 1894. The style is not particularly unique, but it is essentially original in condition, and it was built by the Fetter family who came to the area in 1848.

None of the above mentioned properties are currently listed on the National Register of Historic Places. All of the properties, however, are listed on our Statewide Inventory of Historic Sites and Buildings and are considered eligible for nomination to the National Register.

Thank you for the opportunity to comment.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
for
State Historic Preservation Officer

RKS:dtm

# APPENDIX D

# AGENCY COMMENTS

**DIVISION OF STATE LANDS**

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

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Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

May 21, 1976

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Schroeder:

We have reviewed the Draft Negative Declaration for the proposed highway realignment on the Remote Section, Coos Bay-Roseburg Highway (ORE 42).

The document is to the best of our knowledge accurate and well written, and we have no suggestions for improvement. It appears that a state fill permit may be required for the two areas involving filling onto the river bank: one, between Stations 847 and 851; and the second, between Stations 860+50 and 862.

We compliment the Division for their obvious efforts to protect the aquatic and wildlife resources in and along the South Fork Coquille River.

Thank you for the opportunity to comment, and please contact us if you need our further assistance.

Sincerely,

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

RECEIVED
MAY 21 1976
Office of
Assistant State Highway Engineer

June 21, 1976 D-2
Remote Section
Coos Bay-Roseburg Highway
Coos County

J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
C. A.Potter
R. E. Royer
County/City
D. E. Swan
B. L. Gifford
Alfred Shirley, Jr.
B. E. Brown

**DEPARTMENT OF FISH AND WILDLIFE**

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

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GOVERNOR

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Member
JACK STEIWER
Member
JOHN W. McKEAN
Director

June 14, 1976

RECEIVED
ENVIRONMENTAL
SECTION
JUN 2

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Attention: Project Management Section

Re: Draft Negative Declaration
Remote Section
Coos Bay-Roseburg Highway (Ore. 42)

Dear Mr. Schroeder:

Department of Fish and Wildlife personnel have assisted your staff in the planning and design stages of this project. We request that coordination continue during the construction period to further reduce the impacts of this project on the fish and wildlife resources.

This negative declaration adequately describes the impacts for the Remote Section. However, we are concerned that if the other Highway 42 road sections scheduled for future construction are submitted independently, the total impacts may not be realized.

The opportunity to review this report is appreciated.

Sincerely,

James B. Haas

JAMES B. HAAS
ASSISTANT SECTION HEAD
ENVIRONMENTAL MANAGEMENT SECTION

PROJECT MANAGEMENT
JUN 15 '76
REFERRED
Ben

RECEIVED
JUN 15 1976

BEN GIFFORD

D-3 June 16, 1976
Remote Section
Coos-Bay-Rose rg Highway
Coos County
J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter
R. E. Royer
County/City
D. E. Swan
B. L. Gifford
A. Shirley, Jr. Reg. 3
B. E. Brown Dist. 7

COOS-CURRY COUNCIL OF GOVERNMENTS
P. O. BOX 647
NORTH BEND, OREGON 97459

SANDRA DIEDRICH
PLANNING DIRECTOR
PHONE 756-2563

JACK R. WALDIE, Chairman
WOODROW ROBISON, Vice-Chairman
C. W. HECKARD, Treasurer

June 11, 1976

Oregon State Highway Division
State Highway Building
Salem, Ore. 97310

Attention: L.W. Rulien

Re: Oregon State Highway Division
Draft Negative Declaration: Remote Section Coos Bay-Roseburg Highway

Dear Mr. Rulien:

In compliance with the regional clearinghouse procedures as specified in the Office of Management and Budget Circular A-95, as revised, the Coos-Curry Council of Governments on June 3, 1976, reviewed the Draft Negative Declaration on the remote section of the Coos Bay - Roseburg Highway (Hwy. 42).

In reviewing the Draft Negative Declaration Statement, the Council noted that the Draft Negative Declaration has adequately addressed the concerns related to the proposed highway construction project. Due to the completeness of the Draft Negative Declaration, the Council unanimously approved a favorable review of the Draft Negative Declaration as adequately and appropriately assessing all relevant issues. Also, the Council unanimously stated that a full Environmental Impact Assessment does not appear to be necessary.

If you have any questions, please do not hesitate to contact us.

Sincerely,

Sandra a. Diedrich, tam
Sandra Diedrich
Planning Director

PROJECT MANAGEMENT
JUN 14 '76
FOR
Info
Investigate
R/D
Action
File
Letter
See me
BEN GIFFORD

SD/tam

cc: William H. Young, Administrator, IRD

MEMBER AGENCIES
COOS COUNTY
CURRY COUNTY
BANDON
BROOKINGS
COOS BAY
COQUILLE
EASTSIDE
GOLD BEACH
LAKESIDE
MYRTLE POINT
NORTH BEND
PORT ORFORD
POWERS
PORT OF BANDON
PORT OF COOS BAY
PORT OF BROOKINGS
PORT OF GOLD BEACH
COOS BAY/NORTH BEND WATER BOARD
LAKESIDE WATER DISTRICT
LOWER BAY WATER DISTRICT
COOS BAY SCHOOL DISTRICT
COQUILLE SCHOOL DISTRICT
BANDON SCHOOL DISTRICT
BROOKINGS-HARBOR SCHOOL DISTRICT
GOLD BEACH HIGH SCHOOL DISTRICT
GOLD BEACH SCHOOL DISTRICT 3C
MYRTLE POINT SCHOOL DISTRICT
SOUTHWESTERN OREGON COMMUNITY COLLEGE
NORTH BEND SCHOOL DISTRICT

8756

7-26-77

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID NO. RF-29(24)

STATE PROJECT NO. See Below

COUNTY NAME

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-60

**TO:**

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
| | | | | | |

over +

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | STATE ROUTE NUMBER |
|---|---|---|---|
| | 7-26-77 | Primary 14 | Primary 35 |

**GENERAL LOCATION:**

"Remote Section"

**GENERAL DESCRIPTION OF WORK:**

Preliminary Engineering

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $10,000
Federal Funds $ 7,819
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

**REMARKS**

As requested in Mr. Swan's May 12, 1977 letter.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7-26-77 | | ✓for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8756

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ROBERT W. STRAUB
GOVERNOR

# DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 12, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Federal-Aid Engineer

SUBJECT: Study Report
Project No. F-14(-)
Remote Section
Coos Bay-Roseburg Highway
Coos County

Attached for your information is a copy of study report for the subject project to aid you in your consultation with the Oregon State Highway Division during preparation of the final Negative Declaration.

Included with the study report are the following documents:

| TOPIC | NO. OF COPIES |
|---|---|
| Dept. of Fish & Wildlife Evaluation | 1 |
| Public Hearing Transcript | 1 |
| Hearing Map | 1 |
| Traffic Report | 1 |
| Public Hearing Documentation | 1 |
| Relocation Report | 1 |
| Plan | 1 |
| Profile & Typical Sections | 1 |

Upon FHWA's adoption of the final negative declaration we request for Project No. RF-29(24) your authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $10,000 with obligation of $7,819 in federal funds.

JLG:drh

NOTED
H.S. COULTER

Attachments
cc: [redacted]
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
A. Shirley, Jr. (Reg. 3)
W. Wakerlig

RECEIVED
STATE HWY ENGR
MAY 12 '77
REFER TO
FOR

| Info | Invs | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

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FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem
April 15, 1977

FILE:

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Remote Section
Coos Bay-Roseburg Highway
Coos County

NOTED
E. S. HUNTER

At the request of the Environmental Section, we prepared a preliminary design for this section with the new alignment placed on a fill at the side of the river. This was then submitted to the Oregon Department of Fish and Wildlife for review. As we expected, they objected to it because of the negative effect on fishery resources.

We have therefore rewritten the hearing study report to show why this solution is not feasible and have made the letter from the Department of Fish and Wildlife an attachment to the report. The purpose of this change is to answer the objections raised by Mr. Jennings' lawyer and by Mrs. Lancaster more strongly.

If you approve of this draft report, please so indicate and return it to this office for further processing.

Attachment

WAE:mc

cc E. S. Hunter ✓ (w/att)
Gary Potter "

RECEIVED
STATE HWY ENGR
APR 18 '77
REFER TO
FOR

| Info | Invs | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

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1859

ROBERT W. STRAUB
GOVERNOR

PRO 6-2

**Department of Transportation**

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

| U of O No. | Project No. | Requested Authorization Date | Project Est. Cost | Federal Funds |
|---|---|---|---|---|
| 001 | JOP-95(3) | Jan. 17, 1976 | $ 495.50 | $ 425.00 |
| 002 | RF-UP-29(26) | Jan. 19, 1976 | 4,009.00 | 3,439.00 |
| 003 | RF-187(17) | Mar. 1, 1976 | 16,000.00 | 13,728.00 |
| 004 | RS-15-107(2) | Mar. 3, 1976 | 658.00 | 564.00 |
| 005 | ROS-000S(3) | Mar. 4, 1976 | 526.00 | 451.00 |
| 006 | I-205-7(2)303 | Mar. 3, 1976 | 1,235.00 | 1,059.00 |
| 007 | RS-01-109(1) | June 20, 1976 | 461.30 | 395.00 |
| 008 | RS-23-122(1) | June 20, 1976 | 468.50 | 401.00 |
| 009 | US-TQS-265(4) | June 24, 1976 | 16,540.00 | 14,191.00 |
| 010 | RF-29(24) | Mar. 12, 1976 | 460.00 | 394.00 |
| 011 | RS-599(1) | Aug. 30, 1976 | 370.66 | 318.00 |
| 012 | RF-115(24) | Aug. 30, 1976 | 370.68 | 318.00 |
| 017 | RS-30-110(1) | Sept. 7, 1976 | 370.00 | 317.00 |
| 018 | RS-117(2) | Sept. 7, 1976 | 345.00 | 296.00 |

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

|  |  |  |  |  |
|---|---|---|---|---|
| 1. | Elk River - Port Orford | JOP-95(2)<br>~~101~~ — Curry | 8325 |  |
| 2. | Slater Creek - Mystic Creek | RF-DP-29(6) | 8310 |  |
| 3. | Buchanan - Beede Reservoir | Harney | con 21-4 Central Ore |  |
| 4. | Head Road - Airport Road | Jackson | con 21-8. Jackson |  |
| 5 | Statewide Roadside Obstacles Projects |  | Tra 10-1 Sp. |  |
| 6 | Columbia River - Lake Road | Multnomah & Clackamas | con 21-1<br>7-205<br>3P |  |
| 7 | Powder River (Phillips) Bridge | Baker | RS-01-109(1) | 8400 |
| 8 | Malheur River (Russell) Bridge | Malheur | RS-23-122(1) | 8349 |
| 9 | Airport Rd. - Lancaster Dr. | Marion |  |  |
| 10. | Remote Section | Coos County | con 21-4 | Coos Bay<br>Rosebu |
| 11 | Skipanon River (Warrenton) Br. | Clatsop | Mai 14-1-1 | SP |
| 12 | S. Unit Astoria - Camp Rilea | con 21-1<br>101 - Clatsop |  |  |
| 13 | N. Fk. Cold Springs Cr. | Umatilla | RS-30-100 | 845 |
| 18 | Fifteenmile Creek Bridge | Wasco | con 19-1 | F. |

Please make
copies as
funds are involved
[illegible] yellow in
[illegible] 9-3

9

8756 Federal Aid No. RS-206(-)
Powers Highway
State Secondary Highway #242
Coos County

McNUTT, GANT & ORMSBEE
ATTORNEYS AT LAW
455 SOUTH 4TH STREET
COOS BAY, OREGON 97420

LYNNE W. McNUTT
GEORGE T. GANT
ORRIN R. ORMSBEE

CHARLES D. MAIER
RONALD L. GOULD

TELEPHONE 503 269-5821
POST OFFICE BOX 1136

July 9, 1976

G. L. Green, FHWA
H. S. Coulter
E. S. Hunter
J. H. Versteeg
Gary Potter
F. E. Terpin
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr., Region 3
B. E. Brown, District 7

Project Management Section
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Dear Sirs:

Re: Remote Section
Coos Bay-Roseburg Hwy. (ORE 42)
Coos County, Oregon

It is the opinion of the property owners Clifford Jennings and Maude Masters, formerly Maude Minton, that the Remote Section is improperly classified under the purpose of the draft negative declaration as grossly deficient. Many sections of the highway already completed contain more excessive curvature than the Remote Section; for example, McMullin Creek Road area, Sugarloaf area.

The property owners further feel that realignment and widening of the existing road is far preferable to relocation and taking of additional property.

The property owners are also of the opinion that the alternatives offered in the draft negative declaration were not really alternatives, but rather an ultimatum to build the highway as proposed or not build it at all. Engineering alternatives would be possibly following the existing location with improvements thereto. A further alternative not presented would be that of crossing the middle fork at the West end of the project and again at the East end of the project, and utilizing the property lying to the South of the river for relocation. This land to the South of the river is shaded and less fertile, making it less desirable for farming purposes than the property proposed to be taken.

The property owners do not feel that they were given sufficient input as to whether or not the buildings should be taken.

The proposed project not only guts the finest farm between the Coquille Valley and Camas Valley, but divides it into two sections. The devastating effect of this destruction of land on Mrs. Jennings, now over 90 years of age, and her family; the resulting loss of business to the family store, seems unwarranted

RECEIVED
JUL 20 1976
Office of
Assistant State Highway Engineer

PROJECT MANAGEMENT
JUL 19 76
2-10-75
REFER TO
FOR
For Info
Letter
File
Action
Investigate

by what would be accomplished through the completion of this project as proposed. The draft negative declaration has not fully considered drainage problems through the farm property, and the statement that geological conditions in the valley unit are reasonably stable is contrary to experience. One area of the hillside to the Northeast of the ranch had a substantial slide without any excavation years ago.

It seems incongruous to establish passing bays and four-lane section highway on a route still dominated with 20-mile per hour curves and substantial grades.

Since the draft negative declaration contains the one engineering alternative, the property owners hereby submit their position as favoring alternative two (no-build).

Clifford Jennings
CLIFFORD JENNINGS

**DEPARTMENT OF
FISH AND WILDLIFE**

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY
Chairman
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Vice Chairman
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Member
JOHN BOYER
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WALTER H. LOFGREN
Member
McKEE A. SMITH
Member
JACK STEIWER
Member
JOHN W. McKEAN
Director

June 14, 1976

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
207 Highway Building
Salem, Oregon 97310

Attention: Project Management Section

Re: Draft Negative Declaration
Remote Section
Coos Bay-Roseburg Highway (Ore. 42)

Dear Mr. Schroeder:

Department of Fish and Wildlife personnel have assisted your staff in the planning and design stages of this project. We request that coordination continue during the construction period to further reduce the impacts of this project on the fish and wildlife resources.

This negative declaration adequately describes the impacts for the Remote Section. However, we are concerned that if the other Highway 42 road sections scheduled for future construction are submitted independently, the total impacts may not be realized.

The opportunity to review this report is appreciated.

Sincerely,

James B. Haas

JAMES B. HAAS
ASSISTANT SECTION HEAD
ENVIRONMENTAL MANAGEMENT SECTION

RECEIVED
JUN 15 1976

Original to Rulien - TAA
6-15-76

8756

Form FHWA 121 (Rev. 5-73)

9

UNITED STATES GOVERNMENT

# Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: May 3, 1976

In reply refer to: 1041[illegible].3

SUBJECT: Oregon Project RF-29(-) & RF-151(-)
Remote Section-Coos Bay-Roseburg Highway
Draft Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

Attached is a copy of the subject declaration concurred in by this office May 3, 1976. The original has been forwarded direct to Mr. Gary Potter in the Environmental Section.

William H. Kappus
for G. L. Green

Attachment

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
MAY 4 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

RECEIVED
MAY 5 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8756 9-3-75 8

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

|  |  |
|---|---|
| FEDERAL AID PROJECT NO. | RF-29(24) |
| STATE PROJECT NO. | Remote Section |
| COUNTY NAME | Coos |
| PROGRAM STAGE (Check) | ☐ 1. ☐ 2. |

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-60

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP [illegible] '75
FOR
Info

|  |  |
|---|---|
| DATE PS&E APPROVED |  |
| DATE AUTHORIZATION EFFECTIVE | September 3, 1975 |
| FEDERAL ROUTE NUMBER | Primary Route 14 Orig-Rulien |
| STATE ROUTE NUMBER | Primary Route 35 |

GENERAL LOCATION:
SR 42 - 1.3 miles west of Remote to East 2.1 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☒ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
Total estimated cost of $23,000.00
Federal funds $17,982.00.

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of September 3, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's August 11, 1975 letter you are authorized to proceed with the work as shown above.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 9-3-75 | C R Burghardt for | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8

9-3-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWA
Oregon

BY (Signature)
L. W. Ruli

TITLE
Project Man

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

XXXXXX
ITEM NOS. 60 THRU ______

XXXXXX
ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REM |
|---|---|---|---|---|---|
| | | | | | Location |
| 60 | RF-29(24) | 2.1 | 33,000 | 25,800 | Remote Section<br>Coos County -<br>State of Oregon |

REMARKS (Division)

| RECOMMENDED | | APPROVE | |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE<br>9-3-75 | SIGNATURE AND TIT<br>G. L. Green, |

** Program approval XXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be constr tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 6-71)

8756

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

| | |
|---|---|
| STATE HIGHWAY DEPARTMENT | DATE |
| Oregon | 9-3-75 |
| BY (Signature) | |
| L. W. Rulien's August 11, 1975 letter | |
| TITLE | |
| Project Management Engineer | |

CLASS OF FEDERAL FUNDS

☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

XXXXXX
ITEM NOS. ______ THRU ______

| OS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS ** | OTHER IDENTIFICATION AND/OR REMARKS (State) |
|---|---|---|---|---|
| | | | | **Location** / **Work** |
| | 2.1 | 33,000 | 25,800 | Remote Section Coos County - State of Oregon / Preliminary Engineering |

| RECOMMENDED | | APPROVED |
|---|---|---|
| GNATURE AND TITLE | DATE<br>9-3-75 | SIGNATURE AND TITLE<br>C R Burghardt<br>G. L. Green, Division Engineer |

XXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
eral Government to provide Federal funds for the undertaking.

GPO 915.690

8756

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PRO 6-2

August 11, 1975

**TO:** S. L. Green, Division Engineer
Federal Highway Administration

**FROM:**
L. W. Rollins
Project Management Engineer

**SUBJECT:** Program Data Submission
Project No. RF-29(24)

We are submitting program data for one preliminary engineering project, Item No. 60, Project No. RF-29(24), "[illegible] Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We request concurrence with approval of the program authorization to proceed with the phases of preliminary engineering necessary to obtain Location/Design approval at an estimated cost of $25,000 with federal funds of $17,982.

CL:ds

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

8-11-75

**FEDERAL**

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION *(45 typewriter spaces)*<br>SR 42 1.3 mi. W. of Remote E. 2.1 mi .<br>21 65 | **ADT** | PRESENT<br>1,600 | FUTURE<br>2,900<br>(66) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*<br>Preliminary Engineering<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR<br>(72) |

| | | |
|---|---|---|
| CARD | CLASS OF FEDERAL FUNDS<br>Rural Primary | COUNTY NAM |
| | NAME OF URBAN AREA<br>--<br>17-21 | ROUTE NO. P |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI *(Full description)* | MILES | TOTAL ESTIMATED COST | FEDER |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (56) | (58) (66) | (67) |
| 5 | | | | | **PE** | | SR 42 1.3 mi. W. of Remote to E. 2.1 mi. | 2.1 | 33,000 | 25,8 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST** (CODE) | | "Remote Section" | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 2.1 | 33,000 | 25,8 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-75

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>1,600 | FUTURE<br>2,900 | YEAR<br>95 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>073 | ITEM NO.<br>60 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER (S)<br>RF-- | NUMBER<br>29 | SEQ. NO.<br>(24) | T. Projects Only<br>POST MI. DESIG. |

COUNTY NAME Coos CODE 011

ROUTE NO. P FEDERAL-AID 14 STATE 35 U.S. --

PROGRAM STAGE ☐ 1 OR XXXX 2

| | ESTIMATED PROJECT COST BY PHASES | | | | |
|---|---|---|---|---|---|
| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
| 2.1 | 33,000 | 25,800 | 7,200 | | P.E. all phases.<br>(Future 2-12' lanes H.T. pave 8' shlds. & 1 bridge) |
| | | | | | |
| | | | | | ROW-100' min.;<br>Access control-Partial<br>Parking Restrictions-none. |
| 2.1 | 33,000 | 25,800 | 7,200 | | |

REMARKS

-over-

# REMOTE SECTION

## PROJECT NO. RF-29(24)

Existing Facility:
Roadway: 18-foot oil surface with 3 foot shoulders
Structure: Sandy Cr. Bridge RCDG length 140', HC 26' H-15 loading

Adjacent Section:
W. End: 24-foot A.C. surface with 8-foot shoulders
E. End: 24-foot A.C. surface with 4-foot shoulders

Project Data: Work under this project consists of all phases of preliminary engineering necessary for the future construction required to widen and realign the existing facility to provide for two 12-foot travel lanes with 8-foot shoulders and construction of a reinforced concrete bridge over Sandy Creek.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - Opportinity for a hearing will be offered.
(b) Location/Design - - - Approval will be requested under separate action.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval previously submitted.

FHPM 7-7-2 Requirements: Major Action (category 3 project) concurred in by FHWA on June 27, 1975.

Data for PR 37:

| | | |
|---|---|---|
| Preliminary Engineering | Field Work | $23,000 |
| | PS & E Preparation | 10,000 |
| | Total | $33,000 |

Note: This project is in Congressional District No. 4.

8756

8.

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 21, 1975

Mr. Larry Williams
Executive Director
Oregon Environmental Council
2637 SW Water Avenue
Portland, OR 97201

Dear Larry:

Enclosed is a copy of the environmental assessment prepared for the Remote Section of the Coos Bay-Roseburg Highway. As indicated in the assessment, the project has been recommended for Category 3 status, requiring a Negative Declaration; a hearing will also be held on this project (yet unscheduled).

In your letter dated July 1, 1975, concern was expressed regarding the Highway Division's approach to processing the required environmental documentation of future construction projects on Highway 42. Specifically, you urged that all future reconstruction projects on Highway 42 be considered in one EIS. This approach, as suggested in federal directives, has the primary purpose of avoiding the piecemealing of projects which could lead to insufficient environmental analysis or inadequate consideration of project alternatives. Even more important, these directives are to insure that consideration of complete levels or sets of alternatives are not prematurely foreclosed.

As you are aware, environmental impact statements have already been prepared and processed for two major Highway 42 reconstruction projects (Winston-Shady Interchange and Slater Creek-Mystic Creek). The only sections which remain on the Six-Year Construction Program are Remote and Mystic Creek-Muns Creek. These sections are tentatively scheduled for construction in 1977 and 1979-80, respectively. The Mystic Creek-Muns Creek assessment essentially

NOTED
R. L. SCHROEDER

RECEIVED
JUL 23 1975
Office of
Assistant State Highway Engineer

Form 81-734-3122

categorized the largest remaining section of Highway 42 in need of improvement, as a Category 2 project. As such, it requires a draft and final environmental statement. The assessment also concludes that total reconstruction of Highway 42 in a new corridor is not a viable alternative, due to excessive economic and environmental costs.

There are other potential projects on Highway 42, particularly nearer Coos Bay and Coquille, that are currently at the systems level and are, therefore, conceptual only. Since these projects are presently in early formulation, they are not amenable to evaluation at the project EIS stage. These facts notwithstanding, the EIS for the Mystic Creek-Muns Creek Section will document the status of project planning and development for the entire Highway 42 route, including those alternatives like the Wagon Road that have been previously rejected.

Since the Division is sensitive to the adequacy of its environmental statements and the fulfillment of the intent of NEPA and related directives, every effort is being made to incorporate all pertinent information in the environmental statements for each project. To help achieve this objective, I would like to invite you or your representative to work with us as we progress on these studies.

If you have further questions, please let me know.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter
Manager
Environmental Section

GAP:CG:sz

Enclosure

cc: F. B. Klaboe
R. L. Schroeder

8756 8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Remote Section

DATE: July 15, 1975

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified. ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

7-17-75
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
Alfred Shirley
B. E. Brown
W. J. Hart
Aeronautics Div.

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7506 2 440

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
6-10-75

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

JUL 15 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator  Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7506 2 440  Due Date: JUL 8 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We are interested in the proposed construction project and would like to continue to be included in the development of the plans.

The project will have new road alignments and any unused right-of-way should be reclaimed and planted to cover for wildlife. Roadside seeding should not include species that will attract deer in the early spring.

DEPARTMENT OF FISH AND WILDLIFE
Agency ~~Wildlife Comm.~~

By William E. Pitney 7/11/75
Environmental Management Section

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV.
JUL 3 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7506 2 440 Due Date: JUL 8 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) ~~We have no comment~~. except as stated below.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Div. of State Lands By Earle A. Johnson

8756 State of Oregon
Dept of Transp.

Con 21-4
Coos Bay -
~~PRO 4-3~~
Rsbrg.

~~OREGON STATE~~
**HIGHWAY DIVISION**

ROBERT W. STRAUB ✓
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE ✓
Administrator and
State Highway Engineer

July 2, 1975

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR

| Info | Inves | R/D | C.R | Sec. | Act. |
|---|---|---|---|---|---|
| | | | | | |

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Mangement Engineer

SUBJECT Assessment and Project Category
Remote Section
Coos Bay-Roseburg Highway
Coos County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of major action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

APPROVED
EAH
E. S. Hunter
Date 7-3-75

Attachment

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City
D. E. Swan
B. L. Gifford
Alfred Shirley, Region 3
B. E. Brown, District 7

7-3-75
ORIGINAL TO
L.W. Rulien
w/att.

Form 81-734-3122

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 12, 1975

## A. PROJECT IDENTIFICATION

RF-29(-)
RF-151(-)

Name of Project Remote Section (Section)

Location of Project - Coos Bay-Roseburg (Highway Name) ORE 42 (Highway No., US - ORE)

Remote (City) Coos (County) III (Region)

Program FAP-R (Funding) $1,800,000 (Estimated Cost) 6-1995 (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Reconstruction of existing facility to modern design standards (grading, paving, structures).

Origin and History: Last major work on this section was completed in 1936. Subsequent work includes equipment rental work to repair storm (1958) and flood (1966) damage. This project orginated as one of six priority projects directed at upgrading ORE 42.

## C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 2.1 miles (western-most 0.5 miles is component of Tanner Creek-Remote Unit).

Termini Western terminus approximately 1.3 miles west of Remote (M.P. 37.5) and eastern terminus about 0.8 miles east of Remote (M.P. 39.9).

Alignment (new or existing) Alternatives call for using new and existing alignment(s).

CATEGORY 3 PROJECT

MAJOR (NON-SIG.)

Form (2)9-74

## Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 20-40 acres depending on alternative; predominant land uses are rural-agricultural, flood plain, and steeply forested sidehills.

Typical Section Two 12-foot travel lanes, 8-foot shoulders.

Bikeway None planned.

Structures Bridge over Sandy Creek (M.P. 38.76).

Additional Facilities None yet identified.

Access Control Partial access control now exercised on this section.

Materials First estimates indicate project will require about 300,000 yards of fill material; balancing appears feasible.

Borrow and Waste Disposal Unknown - will depend, in part, on quality of excavated material, and embankment and slope protection needs.

Special Construction Methods Presently unspecified.

Characteristics (ADT) 1973 - 1,500, 1993 - 2,800 (estimated), high percentage of truck and recreational traffic.

Other General Information (or Supplemental information to items) This project is currently in the late location stage of development and is a revaluation of a survey completed in 1961.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

DESIGN ALTERNATIVES:

A. Eastern Segment (between M.P. 39.9 and Sandy Creek)

- 1) Improve existing roadway
- 2) Realignment
  - a. northern
  - b. river-side

B. Western Segment (between Sandy Creek and M.P. 37.8)

- 1) Improve existing roadway (northern sidehill alignment)

The eastern segment can be characterized as a small river valley bordered by ridges of the coast range. Since topography in this segment is relatively flat, two alignment changes aimed at providing improved passing sight distance are being considered.

cont., page 3A

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) East-West Highway Committee and local governments identified this project as one of six priority ORE 42 road sections needing improvement. Hearings have been offered but no requests were received.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______________ Tentative Date(s)______________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted______________ Date Received______________

Expected Coordination with Local, State and Federal Agencies - State Wildlife and Fish Commissions, Division of State Lands, Department of Geology and Mineral Industries

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Should be extensive and planned to occur at predetermined intervals as project planning progresses.

Both alignments would provide smoother horizontal curvature than currently exists. As indicated above, realignment is being considered to the north and south (river-side) of the existing roadway; both alternatives merge just east of Remote. The other build alternative in the western segment is to upgrade the existing alignment. Steep canyon walls in this segment constrain design alternatives to the northern sidehill. A "sidehill" design constitutes an improvement to the existing roadway which is already aligned on the northern hillside.

## F. STATUS OF PROJECT DEVELOPMENT

### OSHD

Status — Date

☒ Survey Authorization April 12, 1975

☐ Reconnaissance____________

☐ Field Location____________

☐ Office Location____________

☐ Field Prel. Design____________

☐ Office Prel. Design____________

☐ Final Design____________

☐ Contract Plans____________

### FHWA

Status — Date

☐ Systems Planning____________

☐ Prel. Engineering____________

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The Remote Section of ORE 42 traverses the northern side of the Middle Fork Coquille River (westward flowing) in the Klamath Mountains Province of Southwestern Oregon. Sandy Creek divides the project area into a small basin to the east (eastern segment) and a narrow canyon to the west (western segment). Soils in the area vary but generally include sandy silts, silty sands with clay concretions in both. Cut slopes in the canyon portion reveal tilted, interbedded sandstone and siltstone. Differential weatherin of these formations, steep terrain, and poor drainage contribute to the geologically unstable condition prevalent in the canyon portion. Soil drainage in the eastern segment is only fair to poor because of the plastic nature of the soils. Forest stands in the area belong to the Mixed Evergreen Zone (coniferous and broad-leaved evergreens and deciduous trees). Streamside vegetation is diverse except along portions of the Middle Fork where channelization (western segment) has supplanted mixed evergreens with deciduous regrowth. The stream itself provides good aquatic conditions for runs of anadromous fish (steelhead, coho and chinook salmon). Natural conditions of the stream in the canyon portion,however, have been substantially altered by previous roadwork (reduced shade reaching the stream, slide material encroaching on stream channel , increased stream velocity from channelization, etc.).

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The Remote Section of ORE 42 traverses a scantly developed portion of rural Coos County. Development is limited to several older residences situated on each side of the Remote Store (groceries and gasoline station); store owners reside in the upper level of the store building. These residences and the store comprise the community of Remote. Another residence is located just east of Sandy Creek. All development is positioned on the north side of the highway as the south side falls in the Middle Fork Coquille River floodplain. An abandoned air strip now appears to be used as pasture (north side between Sandy Creek and eastern terminus). Cultural development is absent from the western project segment as natural features preclude development. The relatively low volume of traffic using the Remote Section should preclude noise and air quality impacts.

cont., page 5A

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Approximately forty acres.

   Consequences: Conversion of existing land use to a transportation function. This transformation will result in the loss of arable land (primarily pasture), possible residential relocation, reduced tax base, and disturbed and/or diminished aquatic and terrestial habitat.

2. Estimated Changes in Traffic Patterns: During construction there is a possibility that commercial and tourist traffic will seek alternative routes (most likely ORE 38) if delays prove to be excessive.

   Consequences: Commercial haulers and recreational traffic benefited by the project may be most adversely affected by traffic delays during construction. These delays could potentially cause Coos Bay-Roseburg commercial and tourist traffic to seek alternative routes.

Visually, the basin segment of the project area assumes the appearance of a declining rural settlement. The canyon portion lends a different impression as natural features dominate the landscape (see Environmental Setting-Natural).

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

This project is not expected to induce changes in land use. The area is already "opened-up" and therefore undeveloped land adjacent to the highway is accessible and potentially developable. However, failure to maintain adequate access to the Remote Store could adversely affect this business.

Consequences:

If the present level of access to the Remote Store is not maintained, potential customers may patronize other stores along Highway 42.

4. Expected Adverse Effects on Natural Ecological Resources:

Encroachment of fill into Middle Fork of Coquille; river channel modification; excavation of steep sidehill terrain and unstable slopes; clearing, grubbing and filling of streamside vegetation; disrupted drainage patterns; disturbed stream bottom.

Consequences: Degradation of water quality and, hence, aquatic habitat during stream bank excavation and fill placement; increased siltation of river until stream banks stabilizied; alteration of stream hydrology; reduced shade area available to aquatic life and higher water temperatures from removal of streamside vegetation; irretrievable loss of both aquatic and terrestrial habitat; increased erosion and slide potential of exposed slopes during construction.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Clearing and grubbing, fill and cut slopes, river encroachment and channel modification.

Consequences:

Scenic resource degraded, at least in short-run.

6. Preliminary Identification of Areas of Critical Environmental Concern:

A. Aquatic impacts (Middle Fork Coquille River).
B. Geological hazards.
C. Traffic disruption during construction.

7. Potential for Controversial Issues:

A. Encroachment into Middle Fork of Coquille River.
B. Traffic disruption during construction period.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Air Quality not a problem in project area.

b. Noise Standards

An improved facility may decrease noise levels (betterment of alignment and grade could lead to less truck gear shifting, etc.)

c. Water Quality Standards

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | X | |
| Urban Economist | | | |
| Water Quality Spec. | | X | |
| Acoustical Engineer | X | | |
| Air Quality Engineer | X | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | X | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

All

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

All

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

All

REGION -
(Environmentalist, Resident Engineer)

All

OTHER - A-95 review

### J. PROJECT (ACTION PLAN) CLASSIFICATION:

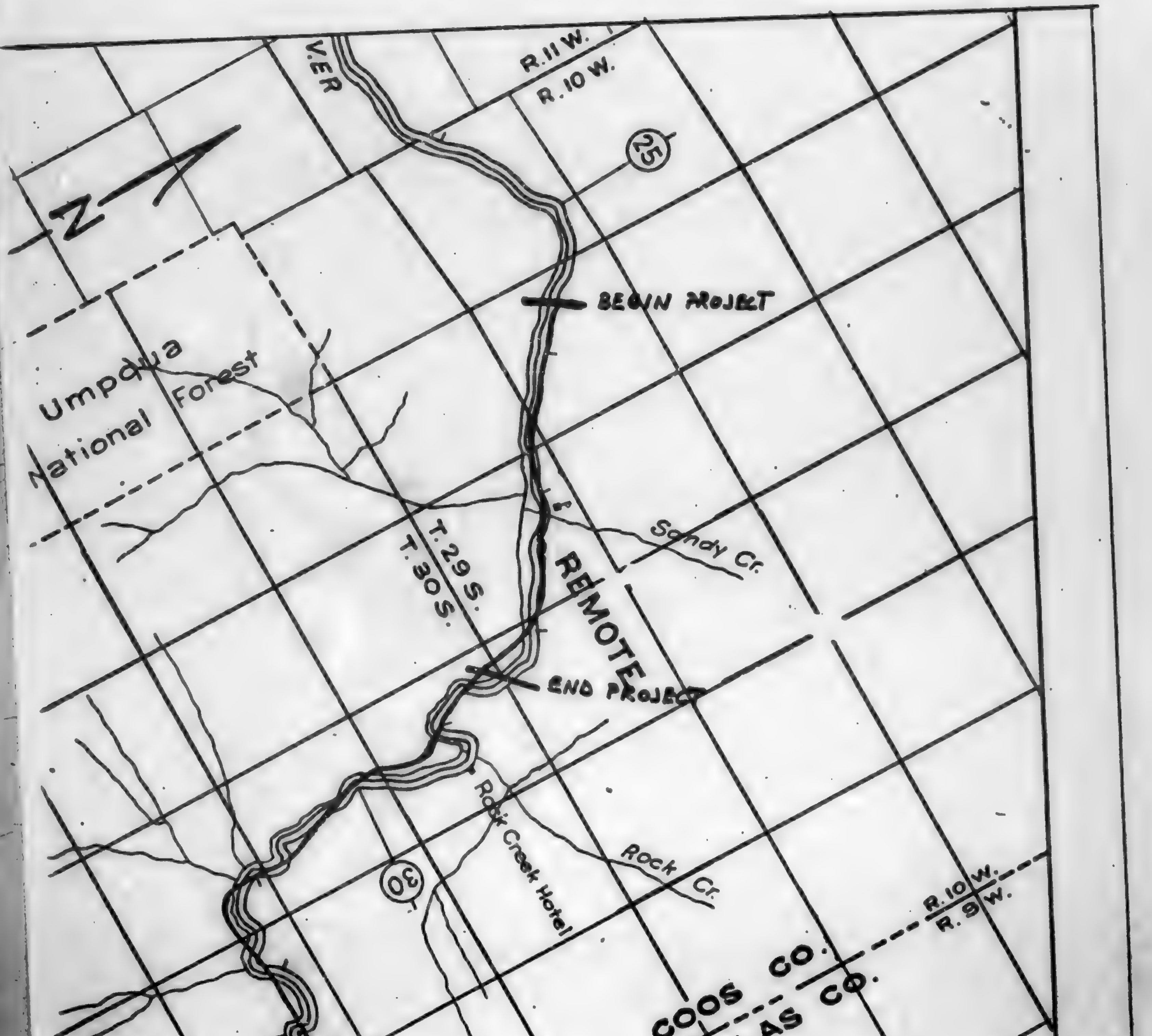
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

### K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration*
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ______________________

*According to Chapter I of Title 23 CFR, this project is deemed a major action which is not anticipated to have a significant impact upon the quality of the human environment of a magnitude to require the processing of an EIS.


N
V.ER
R.11 W.
R.10 W.
25
BEGIN PROJECT
Umpqua National Forest
Sandy Cr.
T.29 S.
T.30 S.
REMOTE
END PROJECT
Rock Creek Hotel
Rock Cr.
30
R.10 W.
R.9 W.
COOS CO.
DOUGLAS CO.
To Roseburg
Elbow Point

8756

9

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RF-29(-) and RF-151(-)
Remote Section
Coos Bay-Roseburg Highway
Coos County
Project Assessment

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 6 letter has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration. We also recommend that the opportunity for a public hearing be afforded at the time of completion of the draft negative declaration.

It should be understood that our concurrence is only on tge type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

7-1-75
ORIGINAL TO
L. W. Rulien

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO
Hunter
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | ✓ | |

RECEIVED
JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

**OREGON STATE HIGHWAY DIVISION**

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 10, 1975

TO

Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
Post Office Box 434
Coos Bay, OR 97420

FROM

D. V. Harwell
George N. Hopkins
for Project Development Engineer

SUBJECT

Notice of Intent for Primary
Rural Funds
State Admin. Dist. No. 7
Remote Section
Coos Bay-Roseburg Highway
Coos County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 11, 1975.

BLG:bb
Attachment

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
Alfred Shirley
B. E. Brown
W. J. Hart
Aeronautics Division

Form 81-734-3132

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One [79 |

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Remote Section District 7

11 12] PROJECT LOCATION CITY [45: Coos Bay-Roseburg Highway — 46] PROJECT LOCATION COUNTY [79: Coos

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 12] This project, 2.1 miles in length, involves preliminary engineering, acquisition [71

06 12] of right-of-way, grading, paving, structures and those incidental items required [71

07 12] to reconstruct the existing facility to two 12-foot travel lanes with 8-foot [71

08 12] shoulders on revised alignment. [71

09 12] [71

10 12]

12

| FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 1,482,000 | - | 418,000 | - | - | 1,900,000 |

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

**(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

**(C) IS THERE A COMPREHENSIVE PLAN?**

STATE: Yes ☒ 29 No ☐ 30 — REGIONAL: Yes ☐ 31 No ☐ 32 — LOCAL: Yes ☐ 33 No ☐ 34

(See IV, Page 2)

**(D) REVIEW REQUIRED by A-95:** Yes ☒ 35 No ☐ 36

**(E) ENVIRONMENTAL IMPACT:** Yes ☒ 37 No ☐ 38

**(F) HOUSING RELOCATION REQUIRED:** Yes ☐ 39 No ☒ 40

**(G) ESTIMATED APPLICATION FILING DATE:** 41] MONTH [42: July — 43] DAY [44: 11 — 45] YEAR [46: 1975

## ADDITIO AL INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 10, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: June 10, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) F.A. Primary Rural Funds

Six-Year Construction Program 1975

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 48
(c) State Senatorial District(s) Number(s) 24

### STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

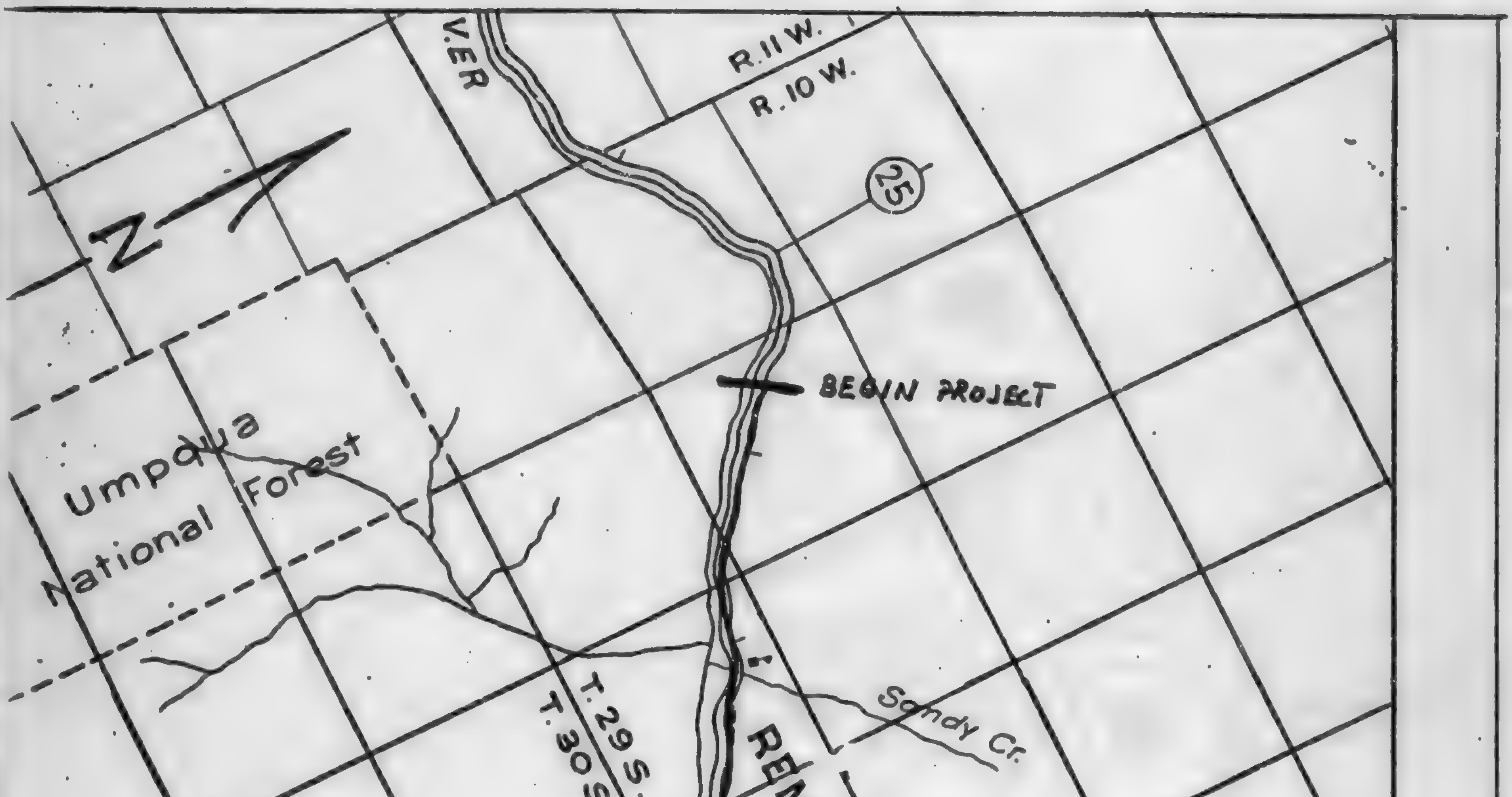
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

### REMARKS

17(E) This is a Category 3 project of major/nonsignificant impact per Oregon's Action Plan. A Draft and Final Negative Declaration will be prepared and made available prior to public hearings.

This project is proposed by the State Highway Division in cooperation with the Coos-Curry Council of Governments.

Rights-of-way will be required and public hearings will be offered.


V.ER
R.11 W.
R.10 W.
N
25
BEGIN PROJECT
Umpqua National Forest
T.29 S.
T.30 S.
REMOTE
Sandy Cr.
END PROJECT
Rock Creek Hotel
Rock Cr.
30
R.10 W.
R.9 W.
COOS CO.
DOUGLAS CO.
Elbow Point
To Roseburg

8756

8

4-15-75

Funds that could be expended on Highway 42:

Primary Rural - 1976 federal funds in the total amount of $12,550,000 were made available for contracting early this year. These funds have all been allocated to highways on the rural primary system which consists of 2,845 miles. A project - Slater Creek-Mystic Creek - will be contracted this fall (if the EIS is quickly approved) partially out of these funds.

New federal legislation will have to be passed by Congress if any further Federal Aid funds for this system are to become available. If they do, we hope to contract either the Mystic Creek-Camus Valley Section or the Remote Section, depending on which we can get ready first, using 1977 funds.

There are also existing EGC funds available in the total amount of $2,797,076 which will be combined with the Primary Rural funds to do the Slater Creek-Mystic Creek Section.

The Primary Priority system has been mentioned as a possible funding source. We have been allowed by the Federal Government to place 100 miles on this system. All miles have been allocated. The total amount of 1976 funds allocated to this fund is about $3,900,000. No more Primary Priority funds are expected to be allocated by Congress.

NOTED
F. B. KLABOE

The increased revenue package includes $28,000,000 for the next biennium to do bond fund jobs. Douglas County's share would be $2,300,000 and Coos-Curry Counties would have $1,400,000 for a total of $3,700,000 that could be applied to this highway if both Councils of Government agree that this is their number 1 priority.

We know of no other funding possibilities at this time.

F. B. Klaboe
April 15, 1975

8756

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 17, 1975

D. Bentz, PWD, Roseburg
Douglas Co. Bd. of Comm., Atten L. Michaels
Coos Co. Bd. of Comm., Atten Woodrow Robison
Dale Ennor, City Manager, Winston
James Howe, City Manager, Myrtle Point
Robert Bryan, Mayor, Coquille
Richard Kahanek, City Manager, Coos Bay
Alfred Roth, City Manager, North Bend

As you may be aware, the Region Office of the Highway Division has been meeting with the East-West Highway Committee in an effort to develop a priority list of construction projects which, if constructed, would upgrade the Coos Bay-Roseburg Highway (ORE42) to current standards. The committee has prioritized these projects in the order shown below. The idea of prioritizing is to enable the Highway Division to plan preliminary engineering in the most efficient and proper manner and to have projects ready when funds become available.

The committee has been advised that all the affected governmental units would be contacted in this regard. It was also indicated to the committee that such prioritizing was not necessarily final and could be changed in the future if all agreed.

If you would, please consider the six projects listed below and advise what changes in priorities, if any, you would make.

1. CHINA CAMP MARSH-COQUILLE SECTION

Length - 4.3 miles

| | |
|---|---|
| Estimated Cost: | |
| Grading and Paving - | $3,370,000 |
| Structures | 70,000 |
| Right-of-way | 910,000 |
| TOTAL | $4,350,000 |
| 1973 Accident Rate | 1.95 A/MVM |
| 1973 Statewide Rate | 1.78 A/MVM |
| 1973 Average Daily Traffic | 7,525 |

NOTED
E. S. HUNTER

RECEIVED
MAR 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MAR 18 1975
REMARKS:

### 2. REMOTE SECTION

Length - 1.6 Miles

Estimated Cost:

| | |
|---|---|
| Grading and Paving | $1,240,000 |
| Structures | 200,000 |
| Right-of-Way | 20,000 |
| TOTAL | $1,400,000 |
| 1973 Accident Rate | 4.72 A/MVM |
| 1973 Statewide Rate | 1.78 A/MVM |
| 1973 Ave. Daily Traffic | 1,450 |

### 3. SLATER CREEK-MYSTIC CREEK

Length - 4.7 miles

Estimated Cost:

| | |
|---|---|
| Grading and Paving | $7,460,000 |
| Structures | 740,000 |
| Right-of-Way | 80,000 |
| TOTAL | $8,280,000 |
| 1973 Accident Rate | 0.85 A/MVM |
| 1973 Statewide Rate | 1.78 A/MVM |
| 1973 Ave. Daily Traffic | 1,425 |

### 4. MYSTIC CREEK-CAMAS VALLEY

Length - 5 miles

Estimated Cost:

| | |
|---|---|
| Grading and Paving | $6,500,000 |
| Structures | 500,000 |
| Right-of-way | 350,000 |
| TOTAL | $7,350,000 |
| 1973 Accident Rate | 3.45 A/MVM |
| 1973 Statewide Rate | 1.78 A/MVM |
| 1973 Ave. Daily Traffic | 1,590 |

### 5. CAMAS VALLEY-MUNS CREEK

Length - 6.0 miles

Estimated Cost:

| | |
|---|---|
| Grading and Paving | $5,200,000 |
| Structures | 400,000 |
| Right-of-way | 70,000 |
| TOTAL | $5,670,000 |
| 1973 Accident Rate | 2.23 A/MVM |
| 1973 Statewide Rate | 1.78 A/MVM |
| 1973 Ave. Daily Traffic | 2,050 |

6. MUNS CREEK-WINSTON

Length - 11.2 miles

| | |
|---|---|
| Estimated Cost: | |
| Grading and Paving | $2,600,000 |
| Structures | 350,000 |
| Right-of-way | 400,000 |
| TOTAL | $3,350,000 |
| 1973 Accident Rate | 2.98 A/MVM |
| 1973 Statewide Rate | 1.78 A/MVM |
| 1973 Ave. Daily Traffic | 2,890 |

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L. Clark
By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/cw

cc L. W. Rulien ✓
C. Andrew Nasburg

1978 S. Fork Coquille River 8757
Bridge Sec. on Co. Rd. #153
(Structure)

C&Q 6247   10-5-77   8-6-79

7-57 jc          cc: OSHD (L. W. Rulien)          STATE COPY Contract # 8757

U.S. Department of Transportation
Federal Highway Administration

# FINAL ACCEPTANCE REPORT

11-13-86

| | | | |
|---|---|---|---|
| REGION NO.<br>3 | REPORT NO.<br>2 | COUNTY<br>Coos | DIVISION<br>Oregon |
| DATE OF REPORT<br>NOV 10 '86 | REPORT MADE BY<br>C. O. Fredrickson, Construction Engineer | | PROJECT NO.<br>SOS-0600(1) |
| COMPLETION DATE (Actual)<br>11-6-79 | ACCEPTANCE DATE BY CONRTACT AGENCY<br>8-14-80 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>10-1-79 |

LOCATION

S. Fork Coquille River (Gaylord) Bridge, County Road 153

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)~~
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   Work done under this contract involved construction of Bridge No. 16349 over the S. Fork of the Coquille River and performance of such additional and incidental work as was called for by the specifications and plans.

   The work was completed November 6, 1979, on the South Fork of the Coquille River (Gaylord) Bridge Section of County Road 153 approximately 9 miles northwest of Powers.

2. Contractor's Name: Ross Bros. Construction, Inc.

3. Contract Amount: $412,633.10

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
MAR 17 '87
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE | | SIGNATURE John T. Price | |
| TITLE<br>Area Engineer | DATE<br>3/13/87 | TITLE<br>District Engineer B | DATE<br>3/13/87 |

FORM FHWA 1446B
(Rev. 2-84)          PREVIOUS EDITIONS MAY BE USED.

8757

Consent Calendar
9 d

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: November 10, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S. Fork Coquille River (Gaylord) Bridge Section
County Road 153, Coos County
Contract No. 8757

Contract work on this federal-aid off-system project was completed in November 1979. An increase in the project authorization was approved by the Transportation Commission on July 17, 1979, based on a claim settlement, legal fees and additional engineering. It is now apparent that the final cost will exceed the project authorization by $55,000 or 11.5 percent.

After the construction work was completed on the structure, an earth movement on the west end caused the span to move easterly approximately six inches. Emergency repair work by State forces to prevent permanent damage to expansion devices on the structure added approximately $5,000 to the cost of the project.

By mutual agreement among federal, state and local representatives, the surface and subsurface earth movements were monitored for a full year in order to determine the cause of the movement and to design a solution. This work added approximately $4,000 to the cost of the project.

Earth movements continued and began inducing potentially destructive stresses in the structure, making corrective measures necessary in order to save the structure from failure. This work consisted of removal of a major portion of the approach fill and replacement with lightweight fill material. This corrective work added approximately $55,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the autorization be increased by $55,000 to a new total of $535,321.40. This matter will be on the consent calendar for the November 23 meeting.
HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

Form 734-3123

8757

FORM 734-3001

# FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: South Fork Coquille River (Gaylord Bridge)

WEEK ENDING: Sept. 24 1983

SECTION PREFIX: 206-1058-900-04

HIGHWAY: County Road No. 153

COUNTY: Coos

NAME OF JOB: Gaylord Bridge

KIND OF WORK: Excavation and Sawdust Embankment

CONTRACTOR: Bruce L. Johnson

CONTRACT NUMBER: 8757

FEDERAL AID PROJECT NUMBER: SOS-0600 (1)

DATE OF CONTRACT: August 10, 1983

DATE WORK STARTED: Sept. 6, 1983

ESTIMATED COMPLETION DATE: Sept. 1983

AVERAGT FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 480,321.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $ 443,590.00

ENGINEERING AUTHORIZATION: $ 37,731.40

This Week: 1,190.63

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 535,148.70

ENGINEERING COST TO DATE: $ 39,316.57

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: OVERRUN 11.4

PERCENT OF AUTHORIZATION: 104 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | Sawdust Fill |
|---|---|---|---|---|---|---|
|  |  | 100 |  |  |  | 100% |

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | Exc. |  | Sawdust |  |  |
| MILES PARTIALLY COMPLETED |  |  |  |  |  |
| MILES COMPLETED |  |  |  |  |  |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 6,610 CY |  | 4,400 CY |  |  |
| TOTAL QUANTITIES CORRECTED TO DATE | 7,100 CY |  | 4,400CY |  |  |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 7,100 CY |  | 4,400 CY |  |  |
| AVERAGE DAILY QUANTITIES |  |  |  |  |  |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME |  |  |  |  |  |
| NUMBER OF SHIFTS PER DAY |  |  |  |  |  |
| HOURS PER SHIFT |  |  |  |  |  |

EQUIPMENT USED DURING THE WEEK:

1 Excavator, 1 dump truck , 1 pickup, 1 dozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. |  |  |  |  |  |  |  |  |
| PERCENT |  |  |  |  |  |  |  |  |

|  | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY 18 | Fair | 0 |  |  |
| MONDAY 19 | Fair | 0 |  |  |
| TUESDAY 20 | Fair | 0 |  |  |
| WEDNESDAY 21 | Fair | 0 |  |  |
| THURSDAY 22 | Cloudy | 0 |  |  |
| FRIDAY 23 | Rain | 0 |  |  |
| SATURDAY 24 |  |  |  |  |

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## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 18 | No Activity |
| MONDAY 19 | The Contractor was shaping slopes and bringing the sawdust fill to grade. They also hauled back in the salvaged rock and covered the sawdust fill.<br>They reinstalled the culvert pipe across the driveway.<br>They removed their equipment at the end of shift.<br>Parker and Bowers were on the project in morning, and Morrison and Parkins were on the project in afternoon. |
| TUESDAY 20 | Coos County had a crew on job grading the base rock throughout the project.<br>Job was completed today. |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

The project was completed on Tuesday Sept. 20, 1983.

This will be last report for this phase of the project. This work consisted of removing about 7,000 C. Yds. of fill material and replaced it with 4,390 C. Yds. of Sawdust. This was then covered with salvaged surfacing and the road was opened to traffic on Tuesday afternoon.

SIGNED F. D. Morrison LOCATION Coquille

F. D. Morrison , Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

SP-F216

nig

cc: OSHD(Mr Coulter) / Region(HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# CONTACT INSPECTION REPORT

| | | |
|---|---|---|
| REGION NO.<br>10 | REPORT ON<br>GAYLORD BRIDGE | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>9-7 & 9-83 | INSPECTION MADE BY<br>W. N. Bryant, Area Engineer<br>W. N. Bryant Area Engineer | PROJECT NO.<br>SOS-0600(1) |
| IN COMPANY WITH<br>Frank Morrison, OSHD | | |

REMARKS

Original contract work on this project was completed in November 1979. Subsequent to completion of the work but prior to final acceptance of the project, the structure was found to be usable but moving. The entire structure, including the west abutment and approach fill, began moving in an easterly direction. This movement, which now exceeds 12 inches, has progressed to the point that sevewre cracking has developed in the exposed face of the west abutment and in the wing walls on both ends of the structure. In addition, a vertical and horizontal transverse bow had developed in the superstructure last winter.

Because of the urgent need to take corrective action to prevent additional damage and possible loss of the structure, a County Force Order in the estimated amount of $54,827.30 was approved effective July 11, 1983, covering removal of the approach embankment on the westerly end of the structure and replacing it with sawdust. The work also included the construction of a trench immediately adjacent to the east end of the structure in order to relieve any built-up stresses in the superstructure and west substructure and again backfilling the trench with sawdust (allows some additional future movement of the bridge).

The approved CFO provided $9,635.00 for County forces to construct and maintain a low water crossing of the river; $15,000.00 for purchase of the sawdust; $25,208.00 for excavation and backfilling by negotiated contract; and $4,984.30 for engineering.

At the time of this inspection the contractor had dug and backfilled the trench on the east end of the structure (resulted in a 0.01-foot easterly movement of the entire structure) and completed the full depth excavation of the approach fill adjacent to the west end of the structure.

NOTED
W. E. SCHWARTZ

Some significant cracking of the inside face of the Bent 2 wall was noted above the hinge point and outside of the outside girders, as well as some minor diagonal cracking between the bottom of the girders and the hinge point. Only hairline-type cracking was observed in the portion

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STATE HWY ENGR
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FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
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of the wall between the footing and the hinge point. It was recommended that all significant cracks be sealed prior to placement of the sawdust backfill, so that future epoxy pressure grouting of the stress cracks can be accomplished from the front face of the abutment wall and retaining walls.

It appears that no significant structure damage which would affect the overall integrity of the structure has occurred to date. Two employees from the OSHD Bridge Section, Ted Thompson and John Marks, inspected the structure on September 8, 1983. Their findings are unknown to this engineer at the present time.

---WNB---

8757

CTC518 5

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
S. Fork Coquille River (Gaylord) Bridge Section
County Road 153, Coos County
Contract No. 8757

NOTED
H.S.COULTER

Contract work on this federal-aid off-system project was completed in November, 1979. An increase in the project authorization was approved by the Transportation Commission on July 17, 1979, based on a claim settlement, legal fees and additional engineering. It is now apparent that the final cost will exceed the project authorization by $55,000.00 or 11.5 percent.

After the construction work was completed on the structure, an earth movement on the west end caused the span to move easterly approximately six inches. Emergency repair work by State forces to prevent permanent damage to expansion devices on the structure added approximately $5,000 to the cost of the project.

By mutual agreement among federal, state and local representatives, the surface and subsurface earth movements were monitored for a full year in order to determine the cause of the movement and to design a solution. This work added approximately $4,000.00 to the cost of the project.

Earth movements continued and began inducing potentially destructive stresses in the structure, making corrective measures necessary in order to save the structure from failure. This work consisisted of removal of a major portion of the approach fill and replacement with lightweight fill material. This corrective work added approximately $55,000.00 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $55,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
F. D. Morrison
R. D. Church
D. E. Swan

8757

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>10-105-106 | U.S. Department of Transportation<br>**Federal Highway Administration** | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Coos |
| MODIFICATION NUMBER<br>3 | 10-8-86 | Project Number<br>SOS-BROS-0600(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $567,660.00 | $ 567,660.00 |
| Federal funds | 281,845.93 (680)<br>$138,820.00 (117) | 346,345.93 (680)<br>$ 74,320.00 (117) |
| Other revisions | | |

This modification is made for the following reasons: To increase Appn Code 680 and decrease Appn Code 117, to prevent lapse of funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Manager, Program Section
*(Title)*

XXX For: Larry Rulien

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon September 30, 1986

Federal-Aid Project No. SOS-BROS-0600(1)

S. Fork Coquille River (Gaylord) Br. Section
Gaylord Road
Coos County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,500.00 |
| | | Total | $ 6,500.00 |

Type Code X080
S. Fk. Coquille River (Gaylord) Br. #16346

| | | |
|---|---|---|
| Subtotal on previous estimate of August 30, 1983 | | $ 561,160.00 |
| | Total | $ 561,160.00 |
| Length of Project | | 0.036 mi. |

### SUMMARY OF FUNDS

| Description | Group | Appn Code | Pro-Rata | Total Cost | Federal Funds | County Funds |
|---|---|---|---|---|---|---|
| PE | 1 | 680 | 85.8% | $ 6,500.00 | $ 5,575.00 | $ 925.00 |
| Structure | 2 | 117 | 80% | 92,900.00 | 74,320.00 | 18,580.00 |
| Structure | 1 | 680 | 85.8% | 390,350.00 | 273,925.00 | 116,425.00 |
| Structure (Slide Corr.) | 1 | 680 | 85.8% | 77,910.00 | 66,845.93 | 11,064.07 |
| Total | | | | $ 567,660.00 | $ 420,665.93 | $146,994.07 |

Sub. Job 010 - 0%; Sub. Job 011: 83%; Sub. Job 020: 0%; Sub. Job 021: 17%
Contract No. C08757
Prefix: C2067-1939 (PE)
Prefix: C[illegible]1058
DDB:bkb

8[illegible]7

5

| | | |
|---|---|---|
| TO B[illegible]MPLETED BY FHWA<br>MONT[illegible]TRANSACTION NUMBER<br>8-228 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | State<br>OREGON |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>COOS |
| MODIFICATION NUMBER<br>2 | 8-31-83 | Project Number<br>SOS-BROS-0600(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 489,750.00 | $ 567,660.00 |
| | 138,820.00 (117) | 138,820.00 (117) |
| Federal funds | $ 215,000.00 (680) | $ 281,845.93 (680) |
| Other revisions | | |

This modification is made for the following reasons: To include authorized slide correction work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-78)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 30, 1983

FEDERAL AID PROJECT NO. SOS-BROS-0600(1)

S. FORK COQUILLE RIVER (GAYLORD) BRIDGE SECTION
GAYLORD ROAD IN COOS COUNTY

## REVISED PROJECT AGREEMENT ESTIMATE

### TYPE CODE P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 6,500.00 |
| | TOTAL | $ 6,500.00 |

### TYPE CODE X080
### S. FK. COQUILLE RIVER (GAYLORD) BR. #16346

| | | |
|---|---|---|
| Subtotal on previous estimate of August 14, 1979 | | $429,140.00 |

### ADDITIONAL APPROVED ITEMS

| | | |
|---|---|---|
| SFO 3 Monitor Slide Movement | All Required | $ 4,000.00 |
| SFO 4 Slide Correction | All Required | 54,827.30 |
| | Increase | $ 58,827.30 |
| | SUBTOTAL | $487,967.30 |
| | Engineering | 73,192.70 |
| | TOTAL | $561,160.00 |

Length of Project ------------- 0.036 mile

## SUMMARY OF FUNDS

| DESCRIPTION | G P | APPN CODE | PRO RATA | TOTAL COST | FEDERAL FUNDS | COUNTY FUNDS |
|---|---|---|---|---|---|---|
| P.E. | 1 | 680 | 85.8% | $ 6,500.00 | $ 5,575.00 | $ 925.00 |
| Structure | 2 | 117 | 80.0% | 173,525.00 | 138,820.00 | 34,705.00 |
| Structure | 1 | 680 | 85.8% | 309,725.00 | 209,425.00 | 100,300.00 |
| Structure (Slide Cor.) | 1 | 680 | 85.8% | 77,910.00 | 66,845.93 | 11,064.07 |
| TOTAL | | | | $567,660.00 | $420,665.93 | $146,994.07 |

Group 1: 100% Grp 2: 0%
Contract No. 8757
Prefix: 206-1939 P.E.
Prefix: 206-1058

CL:pf

8757

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| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>9-57 | | State<br>Oregon |
| PROJECT REPORT NUMBER | MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT | County<br>Coos |
| MODIFICATION NUMBER<br>1 | 8-23-79 | Project Number<br>SOS-BR-0600(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 19 78, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 344,321.00 | $ 489,750.00 |
| Federal funds | $ 215,000.00 | $ 353,820.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include additional authorized (Appn. Code 117) funds to joint finance the subject project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D H Moehring

Asst. State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, OR August 14, 1979

Federal Aid Project
No. SOS-BR-0600(1)

S. Fork Coquille River (Gaylord) Bridge Section
Gaylord Road in Coos County

Revised Project Agreement Estimate

| | | |
|---|---|---|
| Type Code PE<br>Preliminary Engineering | All Required | $ 6,500.00 |
| Type Code X080<br>S. Fork Coquille River (Gaylord) Br. No. 16346<br>(Sta. 0+64 to Sta. 2+52) | | |
| Subtotal of previous estimate of July 6, 1978 | | $297,640.00 |
| Revised Estimate | | |
| Contractors Claim for Damages (PA#2) | All Required | $121,500.00 |
| Legal Fees-County & State | All Required | 10,000.00 |
| | | $131,500.00 |
| | Increase | $131,500.00 |
| | Subtotal | 429,140.00 |
| | Engineering | 60,610.00 |
| | Total | $489,750.00 |

Length of project. . . . . . . . . 0.036 miles

SUMMARY OF FUNDS

| Description | Appn. Code | Pro-Rata | Total Cost | Federal Funds | County Funds |
|---|---|---|---|---|---|
| Preliminary Engrg. | 680 | (85.8%) | $ 6,500.00 | $ 5,575.00 | $ 925.00 |
| Construction | 680 | (85.8%) | 309,725.00 | 209,425.00 | 100,300.00 |
| Construction | 117 | (80.0%) | 173,525.00 | 138,820.00 | 34,705.00 |
| Total | | | $489,750.00 | $353,820.00 | $135,930.00 |

Group 1 - 100% Group 2 - 0%
Contract No. 8757
Prefix No. 206-1939 PE
Prefix No. 206-1058

8754.

- STATE COPY

OMB No. 04-R2089

8

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>7-91 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-14-78 | State: Oregon<br>County: Coos<br>Project No.: S0S-0600(1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road at Gaylord

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1-10-78 | 0.06 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 0.06 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 344,321.00 | $ 215,000.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By
Technical Services Engineer
*(Title)*
By For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G.L. Green

Date executed by Division Administrator JUL 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. SOS-0600(1)

S. Fork Coquille River (Gaylord) Bridge Section
Gaylord Road (County
Coos County

Project Agreement Estimate

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 6,500.00 |

Type Code X080
S. Fork Coquille River (Gaylord) Bridge No. 16346
(Sta. 0+64 to Sta. 2+52)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 25,000.00 |
| Bridge Removal Work | All Required | | 15,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 30,000.00 |
| Structure Excavation | 145 Cu.Yd. | $ 20.00 | 2,900.00 |
| Special Wall Backfill | 220 Cu.Yd. | 10.00 | 2,200.00 |
| Furnish HP 12X53 Steel Piling | 180 Lin.Ft. | 14.00 | 2,520.00 |
| Drive Steel Piles | 6 Each | 700.00 | 4,200.00 |
| Splice Steeil Piles | 2 Each | 100.00 | 200.00 |
| Structural Concrete, Class 3300 (140 c.y.) | All Required | | 30,800.00 |
| Structural Concrete, Class 4500 (130 c.y.) | All Required | | 33,000.00 |
| 75'/80' Segmental Prestressed Beams | 8 Each | 8,300.00 | 66,400.00 |
| 35'/40' Segmental Prestressed Beams | 4 Each | 4,000.00 | 16,000.00 |
| Reinforcement (47,000 lbs.) | All Required | | 18,000.00 |
| Prestressing Steel (32,000 lbs.) | All Required | | 34,000.00 |
| Bearing Devices | 4 Each | 350.00 | 1,400.00 |
| Metal Rail with Tubing | 363 Lin.Ft. | 40.00 | $ 14,520.00 |
| | | | $296,140.00 |

Anticipated Items

| | | | |
|---|---|---|---|
| Temporary Erosion Control | All Required | | $ 1,500.00 |
| | | | $ 1,500.00 |
| | Subtotal | | $297,640.00 |
| | Engineering | | 40,181.00 |
| | Total | | $337,821.00 |

Length of Project 0.036 Miles

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. SOS-0600(1)

## SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 6,500.00 | $ 5,575.00 | $ 925.00 |
| Structure | 337,821.00 | 209,425.00 | 128,396.00 |
| Total | $344,321.00 | $215,000.00 | $129,321.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8757 |
| Prefix No. | 206-1939 PE |
| Prefix No. | 206-1058 |

#8757

L.

October 1, 1982

S. Coquille R. (Gaylord) Br.

Coos County SOS-0600(1)

Slide Correction

Coos County is requesting the use of their own forces to replace the material in the approach fill to Gaylord Bridge.

SEE: MAI 6-1

8757 -2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-8-82

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0600(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/10/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Gaylord Bridge

11. GENERAL DESCRIPTION OF WORK
Monitoring of the surface and subsurface earth movements of the bridge site and adjacent area

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 12/10/81 as requested in Mr. Keasey's letter of 12/31/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $4,000 Federal Funds $3,431.

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO [illegible]
FOR

[illegible]

14. DATE 1/8/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7-27

L.

STATE OF OREGON
LOCATION UNIT - HIGHWAY DIVISION

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: July 23, 1981

FROM: for George C. [illegible]
Frank E. Terpin
Location Engineer

ATTN D. E. Swan

SUBJECT: Gaylord Bridge
County Road
Coos County
Prefix 206-1058

NOTED
E. S. HUNTER

As a result of a meeting of representatives from FHWA, our Location Office and OSHD Region Office, it has been determined that observation of surface and subsurface earth movements should be made over the next year. After which the data should be evaluated for possible future corrective action of apparent earth sliding at the bridge approach fills.

The project was completed in 1979; however, the sliding has required some repair work on the structure for which HBR funds were programmed. It is presumed that the monitoring and correction, if any isrequired, can be authorized under the present project agreement with FHWA.

The recommended monitoring should consist of setting surface monuments and checking the horizontal and vertical displacement at appropriate intervals of time. Also the present slope indicator tubes will be maintained and monitored at the same time intervals. Supplementary control will be set as required.

The following costs have been estimated to complete the monitoring work:

| | | |
|---|---|---|
| Resident Engineer | Function 900 | $ 1,500 |
| Region Geology | Function 946 | 1,500 |
| Technical Services | Function 944 | 1,000 |
| | Total | $ 4,000 |

Additional funds will be required for design and construction if it is found to be needed. We are requesting funding for the monitoring phase only at this time.

FET:GCW:ge

cc E. S. Hunter
A. Shirley
W. Hart
C. Keasey

RECEIVED
TECHNICAL SERVICES
JUL 2 ? '81
REFER TO Keasey
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

cy
7-28

Contains Recycled

8757 L.

U.S. Department
of Transportation
**Federal Highway
Administration**

# Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project SOS-0600(1)
Gaylord Bridge
Coos County Road No. 153
Order for Force Work No. 3

Date: July 22, 1981

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The subject Order for Force Work submitted with Mr. Keasey's June 30, 1981 letter is being returned. It was determined during a meeting at the bridge site on July 8, 1981 that the problem should be observed and studied for an additional year prior to determining appropriate corrective work.

A force order covering the additional cost of such studies will be approved upon receipt.

G.K. Hossner
for Dale E. Wilken

Attachment

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
JUL 28 '81
REFER TO Keasey
FOR

| Info | Answer | R/D | D/R | Sign | [illegible] | File |
|---|---|---|---|---|---|---|
| | | | | | X | |

orig w/att 7/28

1-P

# ORDER FOR FORCE WORK

ORDER No. 3

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY Coos County Forces CONTRACT No. 8757
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Gaylord Bridge DATE June 18, 19 81

HIGHWAY County Road #153 FAP No. SOS -0600 (1)

COUNTY Coos PREFIX 206-1058- FUNCTION 220

DESCRIPTION OF WORK TO BE DONE: Due to the instability of the ground on the North Westerly side of the Gaylord Bridge, lower the vertical profile of the roadbed, remove the present roadway embankment and replace with a sawdust fill, cover the sawdust slopes with minimum of one foot of soil, salvage and replace the base course of aggregate.

LOCATION BY STATION NUMBERS:

2 + 95 to 5 + 00

Approval Recommended as of ____________

ESTIMATE OF QUANTITIES & COSTS:

| | |
|---|---|
| 4500 Cu. Yds. Excavation @ $2.00 per yd ---------- | - $9,000.00 |
| 3500 Cu. Yds. Sawdust Embankment Fill @ $10.00 ------ | - 35,000.00 |
| 200 Tons of A.C. Pavement @ $40.00 per ton | 8,000.00 |
| Est. Total | $52,000.00 |

EXPLANATION: One method to stop or slow the movement of the bridge in the South Easterly direction.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

**CONTRACT PROJECTS AND MISC:** Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

**TITLE II PROJECTS NOT UNDER CONTRACT:** Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

**CONTRACT PROJECTS ONLY:**

Project Authorization . . . . . . . . . $ 480,321.40

Present estimate of costs including work under this Force Order . . . . . . $ 506,535.66

Estimated Overrun ~~Underrun~~ Amount . . . . . $ 26,214.26

Estimated Overrun ~~Underrun~~ Percent 5.5%

SUBMITTED BY: Eugene H Ash

TITLE: Resident Engr

APPROVAL RECOMMENDED: Wesley Clark

TITLE: Coos County Roadmaster

APPROVAL RECOMMENDED: ____________

TITLE: ____________

APPROVAL RECOMMENDED: ____________
Region Engineer

APPROVED: Keasey
6/30/81 Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

1-P

# ORDER FOR FORCE WORK

ORDER No. 3

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY Coos County Forces CONTRACT No. 8757
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Gaylord Bridge DATE June 18, 1981

HIGHWAY County Road #153 FAP No. SOS -0600 (1)

COUNTY Coos PREFIX 206-1058- FUNCTION 220

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**LOCATION BY STATION NUMBERS:**

2 + 95 to 5 + 00

**ESTIMATE OF QUANTITIES & COSTS:**

| | |
|---|---|
| 4500 Cu. Yds. Excavation @ $2.00 per yd ---------- | = $9,000.00 |
| 3500 Cu. Yds. Sawdust Embankment Fill @ $10.00 ------- | = 35,000.00 |
| 200 Tons of A.C. Pavement @ $40.00 per ton | 8,000.00 |
| Est. Total | $52,000.00 |

**EXPLANATION:** One method to stop or slow the movement of the bridge in the South Easterly direction.

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Estimated Overrun ~~Underrun~~ Amount . . . . . $ 26,214.26

Estimated Overrun ~~Underrun~~ Percent 5.5%

SUBMITTED BY: Eugene H Ash

TITLE: Resident Engr

APPROVAL RECOMMENDED: Wesley Clark

TITLE: Coos County Roadmaster

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Keasey
6/30/81 Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

1-P

# ORDER FOR FORCE WORK

ORDER No. 3

## OREGON DEPARTMENT OF TRANSPORTATION
## HIGHWAY DIVISION

WORK TO BE DONE BY Coos County Forces CONTRACT No. 8757
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Gaylord Bridge DATE June 18, 19 81

HIGHWAY County Road #153 FAP No. SOS -0600 (1)

COUNTY Coos PREFIX 206-1058- FUNCTION 220

DESCRIPTION OF WORK TO BE DONE: Due to the instability of the ground on the North Westerly side of the Gaylord Bridge, lower the vertical profile of the roadbed, remove the present roadway embankment and replace with a sawdust fill, cover the sawdust slopes with minimum of one foot of soil, salvage and replace the base course of aggregate.

LOCATION BY STATION NUMBERS:

2 + 95 to 5 + 00

ESTIMATE OF QUANTITIES & COSTS:

| | |
|---|---|
| 4500 Cu. Yds. Excavation @ $2.00 per yd ---------- | = $9,000.00 |
| 3500 Cu. Yds. Sawdust Embankment Fill @ $10.00 ------ | = 35,000.00 |
| 200 Tons of A.C. Pavement @ $40.00 per ton | 8,000.00 |
| Est. Total | $52,000.00 |

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**CONTRACT PROJECTS ONLY:**

Project Authorization . . . . . . . . . $ 480,321.40

Present estimate of costs including work under this Force Order . . . . . . $ 506,535.66

Estimated Overrun ~~Underrun~~ Amount . . . . . $ 26,214.26

Estimated Overrun ~~Underrun~~ Percent 5.5%

SUBMITTED BY: Eugene H Ash

TITLE: Resident Eng

APPROVAL RECOMMENDED: Wesley Clark

TITLE: Coos County Roadmaster

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: 6/30/81 Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

FORM 81-734-3030

RECEIVED
JUN 23 1981
CONSTRUCTION
BRANCH

ASHE
CAE
FOE
QCE
SCS
EEO
OM
LE
TC
FE
CP

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Coquille, Oregon
June 16, 1981

FROM: Eugene H. Ash
Box 716
Coquille, Oregon

SUBJECT: Gaylord Bridge Contract #8757

TO:
Jim Gix
Region Construction Engr.
Roseburg, Oregon

Enclosed is a S.F.O. as you requested. If one drops down four feet off the end of the bridge, water will be problem in the sag in the fill to get over the slopes.
If this isn't what you want, mark it up and send it back.

6-19-81

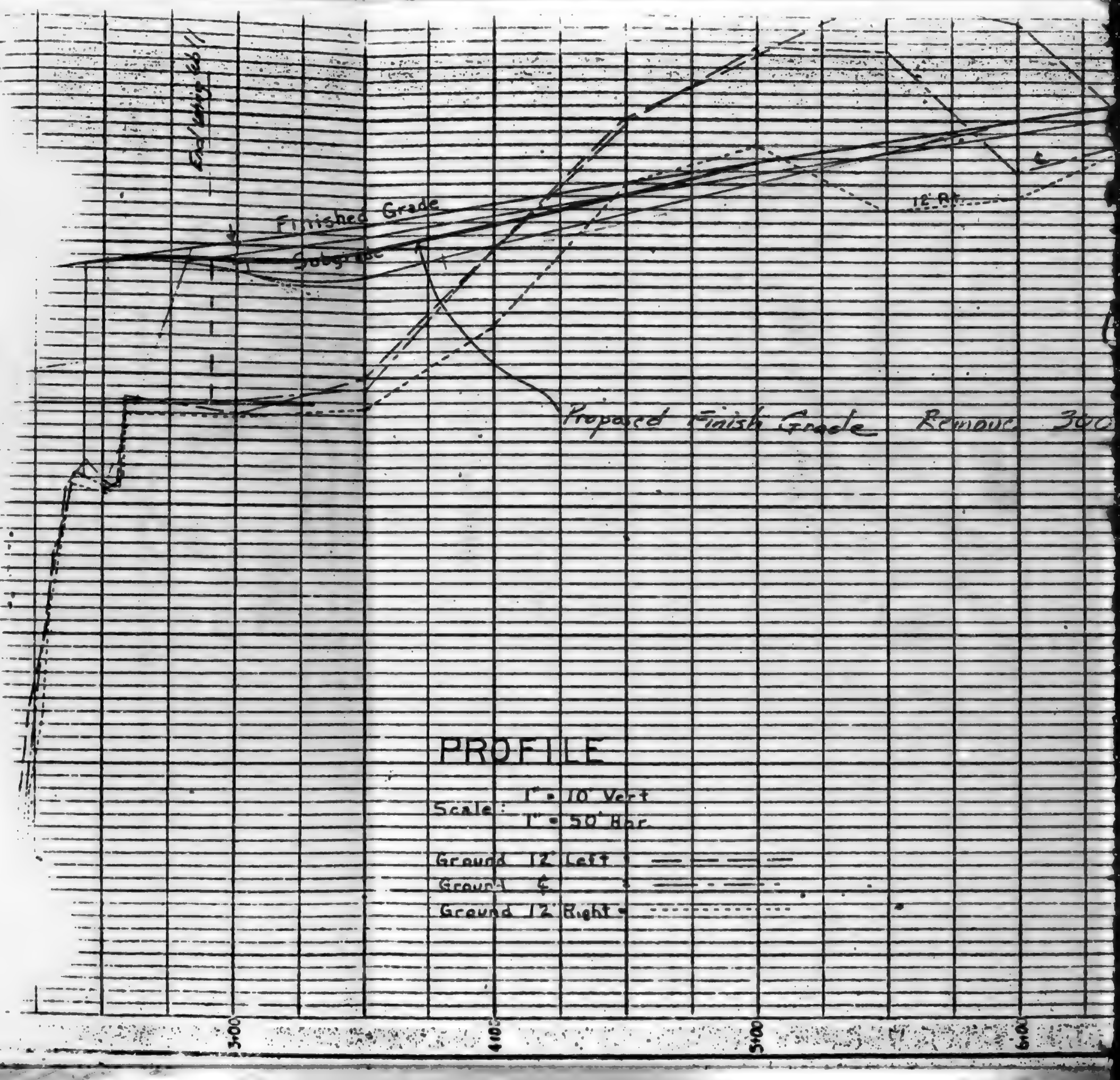
C. T. Keasey

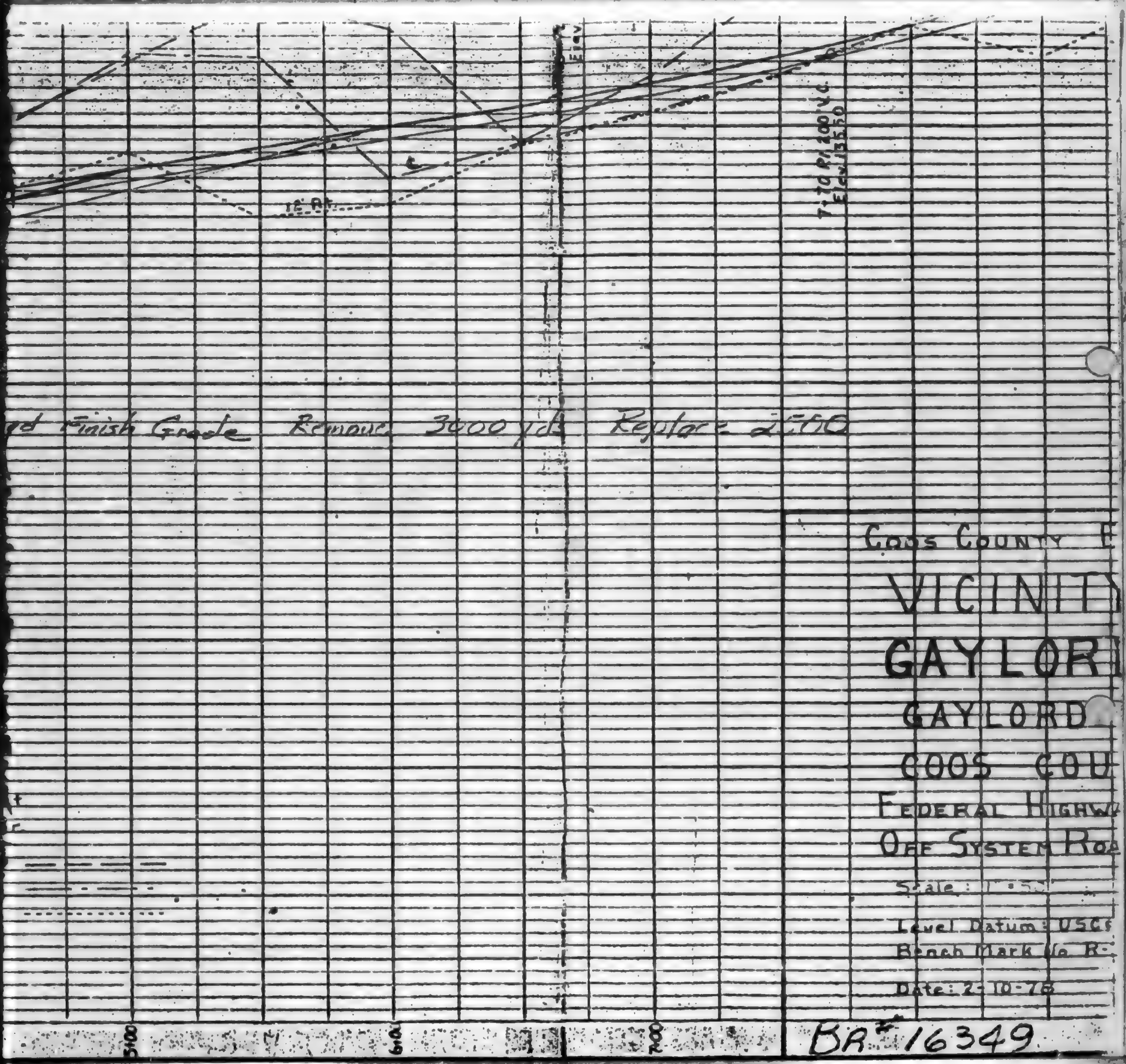
Herewith S.F.O. to take corrective action at Gaylord Bridge. This is the reccomendation of our region Geologist. The feds have looked at it, and I think they are hedging on a solution. I feel we must push for a decision in order to get Federal Aid to help the county. The bridge is still not stable. Jim Gix

ROSEBURG REGION
RECEIVED
JUN 19 1981

| | | | | |
|---|---|---|---|---|
| RE | RME | [illegible] | ROE | TE |
| RUE | DES | RSR | RPR | RLE |
| GEO. | FAE | RBI | [illegible] | |

CC: Gene Ash
E. Parker


Finished Grade
Subgrade
12' Rt.
Proposed Finish Grade Remove 300
PROFILE
Scale: 1" = 10' Vert
1" = 50' Hor.
Ground 12' Left
Ground ℄
Ground 12' Right
3+00
4+00
5+00
6+00


Elev
7+70 P.I. 200' V.C.
Elev 135.50
12 Rt.
5+00
6+00
7+00

ed Finish Grade Remove 3000 yds Replace 2500

Coos County E

VICINITY

GAYLORI

GAYLORD

COOS COU

Federal Highw

Off System Ro

Scale : 1" = 5

Level Datum : USC

Bench Mark No. R-

Date : 2-10-75

BR# 16349

8757

L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

1-19-81

FEDERAL AID PROJECT NO.: SOS-BR-0600(1)
STATE PROJECT NO.: See below
COUNTY NAME: Coos
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:
ITEM NO.: 80108

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to

RECEIVED
STATE HWY ENGR
JAN 27 '81
REFER TO
Moehring
FOR

| | | | |
|---|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER | Non Federal aid |
| 1-10-78 | 12-30-80 | STATE ROUTE NUMBER | County Road |

GENERAL LOCATION:

Gaylord Bridge Section

GENERAL DESCRIPTION OF WORK:

Wedge beams for protection. Furnish and install sole plates for correction of expansion joint at bent #1 on four beams (Slide Repair)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12/30/80, as requested in Mr. Keasey's letter of 1/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $5,000 Federal Funds $4,289.

**It should be noted that the above authorization must be charged to appropriation code 680 only.**

| | | |
|---|---|---|
| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
| 1/19/81 | G.K. Hessner | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-031-083

8757

L.

August 29, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 3
#8757

Gentlemen:

On August 21, 1980, we wrote to you concerning release of final payment on Contract No. 8757 awarded to Ross Bros. Construction, Inc., for the South Fork Coquille River (Gaylord) Bridge on County Road 153 in Coos County.

Final payment on this contract is $14,542.92 and the total contract amount is $412,633.15. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SECRETARY

dmc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8757

STATE OF OREGON

Contract Payments 378-6594

# INTEROFFICE MEMO

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: August 19, 1980

FROM: For O. R. Jackmond
C. E. Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of August 14, 1980.

Contract 8757 On Site Work Substantially Completed November 6, 1979

All Work Completed August 12, 1980

Project S. Fk. Coquille River (Gaylord) Bridge

Highway County Road 153

County Coos

Type of Work Structure

Contractor Ross Bros. Const. Inc.

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8757

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE    HIGHWAY ADMINISTRATION

## FINAL INSPECTION OF FEDERAL-AID PROJECT
*CONSTRUCTED UNDER 23 U.S.C. 117*

1-22-80

8757

**INSTRUCTIONS:** *State is to complete items 1 – 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>SOS-BR-0600(1) | 2. COUNTY<br>Coos | 3. STATE<br>Oregon |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

1. Construction of the Gaylord Bridge on County Road 153 over the South Fork of the Coquille River. Length: 188 feet, roadway width: 24 feet.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>Ross Bros. Construction, Inc. | 6. CONTRACT AMOUNT<br>$ 296,140.00 |

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

SIGNATURE (SHA OFFICIAL) A. Church for C.T. Keasey

TITLE Assistant State Highway Engineer

| | |
|---|---|
| 8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>Thomas P. Lowe, Area Engineer | 9. DATE OF INSPECTION<br>12-4-79 |

10. IN COMPANY WITH
J. Gix, OSHD

11. REMARKS

Project Description

The project provided for the replacement of an old wood truss-cable stayed bridge with a new pre-stressed concrete structure. During construction an unusual flood washed out the false work destroying most of the pre-stressed girders. A settlement sharing the loss with the contractor was negotiated. Bridge replacement funds were used to complete the structure.

RECEIVED
STATE HWY ENGR
JAN 29 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

1-29
cy

| | | |
|---|---|---|
| 12. SIGNATURE P Lowe<br>T. P. Lowe | 13. TITLE<br>Area Engineer | 14. DATE<br>1/22/80 |

Form FHWA-1446C
(Rev. 2-78)

#8757 8-7-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BR-0600(1) 2

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80108

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 9'79
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

8-9 orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-3-79

FEDERAL ROUTE NUMBER Non-Federal Aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Gaylord Bridge Section

GENERAL DESCRIPTION OF WORK: Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change-see below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-31-79 I approve the program change adding off-system bridge replacement funds (Appn. Code 117) with financing as follows:

| Work | Appn.Code | Pro-Rata | Total Cost | Federal Funds |
|---|---|---|---|---|
| P.E. | 680 | 85.8% | $ 6,500.00 | $ 5,575.00 |
| Constr. | 680 | 85.8% | 236,630.00 | 146,710.00 |
| Constr. | 680 | 85.8% | 73,095.00 | 62,715.00 |
| Constr. | 117 | 80.0% | 173,525.00 | 138.820.00 |
| | | Total | $489,750.00 | $353,820.00 |

DATE 8-7-79

SIGNATURE OF APPROVING OFFICIAL Walach

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

#8757

2

August 6, 1979

Board of County Commissioners
Coos County Courthouse
Coquille, OR 97423

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6247

Gentlemen:

Attached for your records is a fully executed copy of a letter-form supplemental agreement for financing construction of the Gaylord Bridge in Coos County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Reed
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

87-7

2

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

AGENDA
JUL 17 1979

A-2c

**DATE:** July 6, 1979

**TO:** OREGON TRANSPORTATION COMMISSION

**FROM:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Request for Increase in Project Authorization
S. Fork Coquille R. (Gaylord) Br.
Coos County
Contract No. 8757

The above federal-aid secondary bridge project will overrun the project authorization. An additional $142,500 or 42.2 percent is needed.

The project overrun was due to the collapse of the falsework and bridge while under construction and the resultant contractor's claim for damages. The major increases included: claim settlement ($121,500); legal fees ($10,000); and additional engineering ($10,940).

The project is being reprogrammed with FHWA and will utilize Special Bridge Replacement Funds to cover the loss. County participation funds will be increased some and Coos County has agreed to the increase. There are no State funds involved.

It is recommended that the authorization for this project be increased by $42,500 to a new total of $480,321.40. This matter will be on the Consent Calendar for your July 17 meeting.

DCA:mk ji

cc: Coos County Board of County Commissioners

bc: F. B. Klaboe
C. W. Head
C. T. Keasey
V. E. Skoog
D. H. Moehring
L. W. Rulien
Alfred Shirley, Jr.
George Bell

RECEIVED
JUL 6 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8757

Salem, Oregon

July 5, 1979

Warren Richard

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in
Project Authorization
S. Fork Coquille River
(Gaylord) Bridge
Coos County
Contract No. 8757

The subject bridge project will overrun the project authorization. An additional $142,500 or 42.2 percent is needed to cover the estimated cost.

The collapse of the falsework and bridge due to high water and the resultant contractor's claim settlement is the reason for the overrun. The claim settlement added an additional $121,500, Legal Fees contributed an additional $10,000 and additional engineering amounts to $10,940.

The project is being reprogrammed for additional funds with the FHWA and will utilize Special Bridge Replacement funds. Participation by Coos County has been increased some and they have agreed to the increase. No State funds are involved in this project.

P.C.R.B. approval is not required.

A rough draft letter to the Transportation Commission is attached along with a copy of the Expected Overrun of Project Authorization.

OBJ:DA:fr

Att.

cc: Alfred Shirley
Eugene Ash
Robert Church

m E-372 (Rev. 12-70)

REGON STATE HIGHWAY DIVISI

# Expected Overrun of Project Authorization

Project S. Fork Coquille R. (Gaylord) Bridge Date June 14, 1979

Highway County Road 153 Contract No. 8757

County Coos Kind of Work Bridge Construction Contractor Ross Bros. Construction,I

| | Authorized | Estimated |
|---|---|---|
| Contract Amount | $296,140.00 | 296,140.00 |
| Anticipated Items | 1,500.00 | 1,500.00 |
| Contingency (4½%) | 13,393.80 | 144,950.00 |
| Engineering | 26,787.60 | 37,731.40 |
| Credits | | |
| PROJECT COST | 337,821.40 | 480,321.40 |

NET INCREASE $ 142,500.00 OR 42.2 %

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U).<br>(List all unanticipated items) | Expected Amount | Net Change |
|---|---|---|
| (U) P.A. #2 Claim Settlement | $121,500.00 | + $121,500.00 |
| (U) S.F.O. #1 State & County Legal Fees | 10,000.00 | + 10,000.00 |
| (U) Additional Engineering | 10,940.00 | + 10,940.00 |

Principal reasons for overruns (Continue on reverse side): The collapse of the Falsework & bridge under construction resulted in the settlement of contractors claim.

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Eugene ________ Resident Engineer

Noted by Warren Richard for Contract Admin. ~~Construction or Bridge~~ Engineer

Confirmed by ________ Regional Engineer

Noted by H S Coulter ~~Deputy or~~ State Highway Engineer

SP*68737-734

8757

Form E-272 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

# Expected Overrun of Project Authorization

Project S. Fork Coquille R. (Gaylord) Bridge Date June 14, 1979

Highway County Road 153 Contract No. 8757

County Coos Kind of Work Bridge Construction Contractor Ross Bros. Construction,I

| | Authorized | Estimated |
|---|---|---|
| Contract Amount | $296,140.00 | 296,140.00 |
| Anticipated Items | 1,500.00 | 1,500.00 |
| Contingency (4½%) | 13,393.80 | 144,950.00 |
| Engineering | 26,787.60 | 37,731.40 |
| Credits | | |
| PROJECT COST | 337,821.40 | 480,321.40 |

NET INCREASE $ 142,500.00 OR 42.2 %

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U).<br>(List all unanticipated items) | Expected Amount | Net Change |
|---|---|---|
| (U) P.A. #2 Claim Settlement | $121,500.00 | + $121,500.00 |
| (U) S.F.O. #1 State & County Legal Fees | 10,000.00 | + 10,000.00 |
| (U) Additional Engineering | 10,940.00 | + 10,940.00 |

Principal reasons for overruns (Continue on reverse side): The collapse of the Falsework & bridge under construction resulted in the settlement of contractors claim.

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Eugene [illegible] Resident Engineer

Noted by Warren Richards ~~Construction or Bridge~~ Engineer
for Contract Admin.

Confirmed by [illegible] Regional Engineer

Noted by [illegible] ~~Deputy~~ or State Highway Engineer

SP*68737-734

#8757

STATE OF OREG

INTERO CE MEMO

DATE: June 14, 1979

TO: FILES

FROM: D. N. Harwell
County-City Coordinator

SUBJECT: Gaylord Bridge
So. Fork Coquille River
Coos County, Oregon
SOS-0600(1)

On Wednesday, June 13, a meeting was held in Coquille, with the Coos County Board of Commissioners and Roadmaster, along with the Coos County Counsel, to discuss particulars of financing the completion of the Gaylord Bridge.

The Gaylord Bridge was partially completed as an SOS project when it was lost due to high, and practically totally destroyed by, flood waters.

The attached letter of June 6, from O. B. Jackmond to D. H. Moehring, lists the financial picture both for expenditures to date and what is needed to complete the project as a SBR project.

The FHWA has approved expending the total ($215,000) programmed SOS monies and supplementing with SBR (estimated $140,000) to complete the project.

Coos County has already paid some $132,250, and based on the foregoing mentioned letter, an additional $5,000 plus would be needed from them for completion as a SBR project.

We should undertake to program the required amount of SBR funds with the FHWA and also prepare an SBR agreement to augment or supplement the existing SOS agreement or supplement the existing SOS agreement and send via Region 3 for submittal to Coos County for signature.

DNH:pf

cc: H. S. Coulter ✓
C. T. Keasey
D. H. Moehring
W. J. Hart
V. E. Skoog
A. Shirley, Region 3
Local Government (2)

RECEIVED
STATE HWY ENGR
JUN 22 '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

R

# Price Agreement

## APPLYING TO EXTRA WORK AND EXTRA MATERIAL

| | | | |
|---|---|---|---|
| ne | S. Fork Coquille River (Gaylord) Bridge | Date | April 16 19 |
| | County Road 153 | Contract No. | 8757 |
| | Coos | Prefix | 206-1058 |
| tractor | Ross Bros. Construction | F. A. Project No. | SOS-0600(1) |
| ddress | 3501 Brooklake Road N., Salem, OR 97303 | Price Agreement No. | 2 |

For the below described extra work or extra material to be performed or furnished under the contract above referred to ... agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work ... be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in ... with the instructions of the engineer.

**ork ... done:**

To settle the contractor's claim for damages.

Approval Recommended as of 6/4/11

**...ems by station numbers:**

Throughout the project.

APPROVED EFFECTIVE DATE 6/4/79
Contingent upon modification of project agreement if additional funds are required.
BY G. L. Horsman
TITLE ~~Engineer~~ Field Operations
DATE 6 ...
FEDERAL HIGHWAY ADMINISTRATION

**...t pay items, estimated quantities and agreed prices:**

Lump Sum - $121,500.00

**...tions, ...asis of measurement and other provisions:**

OBg
S.R.

...reement settles all claims for damages or loss associated with the
collapse of the above named "Gaylord Bridge" while under constru...
, 1978. As a part of this agreement the contractor will complete the site ...
...sition of debris resulting from this failure and collapse at no additional co...
... and to the satisfaction of the Engineer. The contractor will complete the wor...
... terms of the original contract, except that the specified date for completion ...
...t will be October 1, 1979.
S.R.

**INSTRUCTIONS**

...signature of the contractor has ...d submit six copies (including ...) to the Salem Office. After ap... Assistant State Highway Engi... copies will be sent to the Con... Division Engineer, and the Resi...

...does not constitute authority for ...until approved by the Assistant ...way Engineer or State Highway

OBg

| | |
|---|---|
| Project authorization | $ 337,821.40 |
| Present estimate of project cost, including $ 121,500.00 for work under this order | $ 469,821.40 |
| Expected ~~XXXXXXXX~~ over-run (amount) | $ 132,000.00 |
| Expected ~~XXXXXXXX~~ over-run (per cent) | |

Space to right of this line for use of Salem Office

by: Resident Engineer

Recommended: Division Engineer

Recommended: O. B. Jacobsmand For Construction Engineer ~~Bridge Engineer~~

5-29-79

Signed ... M. Ross
Ross Bros. Const. Contractor

Approved: H. S. Coulter
State Highway Engineer
Assistant State Highway Engineer

Approved for Coos County Commission ... Title 4/26/79 Date

2 Keese
1 Jackmond
3 Hopkins
Williams
Johnson
Glenn

RECEIVED
JUN 6 1979
CONSTRUCTION
BRANCH

Richards
B
Inloes
Widmer
Gebauer
Church

CON 5 #3757

Salem, Oregon
June 6, 1979

O. B. Jackmond
Contract Administration Engineer

D. H. Moehring
Asst. State Highway Engineer

Damage Loss
S. Fork, Coquille River
(Gaylord) Bridge
Coos County
SOS-0600(1)

On this date, a meeting was held with Messrs. Vern Cusack and Glenn Hossner of FHWA and H. S. Coulter, Jack Sollis and the writer for OSHD. This meeting was for the purpose of discussing possible alternatives for the programming of Special Bridge Replacement Funds to complete the above project. As a result of this meeting, the FHWA agreed to consider reprogramming this project on the following basis:

| | FUNDS | | | |
|---|---|---|---|---|
| Item | SOS | SBR | County | Total |
| 1. Costs to 10-1-78 1/ | | | | |
| P.E. | $ 5,850 | | $ 3,580 | $ 9,430 |
| Construction | 54,360 | | 33,320 | 87,680 |
| Constr. Engr. | 10,820 | | 6,630 | 17,450 |
| 2. Claim Settlement 1/ | 75,330 | | 46,170 | 121,500 |
| 3. Legal Fees 1/ | | | | |
| State | 3,100 | | 1,900 | 5,000 |
| County | 3,100 | | 1,900 | 5,000 |
| 4. To complete project 2/ | 62,440 | $136,870 | 44,380 | 243,690 |
| Totals: | $215,000 | $136,870 | $137,880 | $489,750 |

1/ Match ratio = 62% Fed., 38% County
(Per original Co.-State project agreement)

2/ Match ratios: SOS = 86% Fed., 14% Co.
SBR = 80% Fed., 20% Co.

The basic premise of this agreement was that the SOS funds be used to the extent originally programmed, i.e., $215,000 of Federal funds.

It will be necessary to secure a supplemental agreement with Coos County and to program these additional funds with FHWA. Will you please proceed to process both of these items. Should further questions arise, please feel free to give me a call.

OBJ:fr

87 57 9

**DATE:** June 1, 1979

**TO:** Glen L. Green
Division Administrator

Attention: Vern Cusack

**FROM:**
N. S. Coulter
State Highway Engineer

**SUBJECT:** Damage Loss
Gaylord Bridge
Coos County
BOS-0600(1)

The above structure, while under construction, was lost due to unseasonable high water which will probably be viewed as an "Act of God". It is our desire to replace this structure with Special Bridge Replacement Funds allotted for off-system projects. Members of my staff have met informally with your staff and held preliminary discussions. We now are able to quantify the loss sustained, and I would like to meet with you to determine the programming alternatives which may be available to us.

The loss resulting from this failure amounts to approximately $182,500.00 and consists of the following:

| | | |
|---|---|---|
| 1. | Negotiated Contractor's Claim settlement | $121,500.00 |
| 2. | Legal defense fees, State | 5,000.00 |
| 3. | Legal defense fees, County | 5,000.00 |
| 4. | Added Construction Engineering Cost | 11,000.00 |
| 5. | Temp. Prot. & Dir. of Traffic, County | 40,000.00 |
| | Total | $182,500.00 |

There are two alternatives that I would suggest for discussion.

1. Program SBR funds to offset the loss suffered by the public as a result of the alleged "Act of God", or

2. Program SBR funds to replace the structure destroyed by the alleged "Act of God".

I believe it is pertinent to discuss this in the light of the County-State legal agreement covering the construction of this structure. That agreement obligates the County to financially participate in the original SOS fund project as follows:

| SOS Funds | County Funds | Total |
|---|---|---|
| $215,000.00 | $132,250.00 | $347,250.00 |

The two alternatives indicated above would result in the following utilization of funds:

| | SOS | SBR | County | Total |
|---|---|---|---|---|
| **Alternate #1** | | | | |
| Original Contract (Including P.E.) | $215,000 | | $132,250 | $347,250 |
| Temp. Prot. & Dir. | | $ 32,000 | 8,000 | 40,000 |
| Claim Settlement | | 97,200 | 24,300 | 121,500 |
| Legal Fees | | 8,000 | 2,000 | 10,000 |
| Increased Construction Engineering | | 8,800 | 2,200 | 11,000 |
| Totals | $215,000 | $146,000<br>114,000 | $168,750<br>160,750<br>200 750 | $529,750<br>489 |

| | SOS | SBR | County | Total |
|---|---|---|---|---|
| **Alternate #2** | | | | |
| Original Contract | | | | |
| Construction Cost 1/ | $ 71,027 | | $ 43,533 | $114,560 |
| Claim Settlement 1/ | 75,330 | | 46,170 | 121,500 |
| Legal Fees 1/ | 6,200 | | 3,800 | 10,000 |
| Temp. Prot. & Dir. T. 1/ | ~~24,000~~ | | 10,000<br>~~15,200~~ | 40,000 |
| Replace Structure 2/ | +24<br>37,643 | -24<br>$159,936 | 46,111 | 243,690 |
| Totals: | $215,000 | $159,936<br>135,000 | $134,814<br>[illegible] | $529,750 |

1/ Prorated on basis of OSHD-County agreement.

2/ Adjusted to supplement SOS funds with SBR funds to complete the structure.

I would like to meet with you and review this matter prior to submitting our formal program request.

OBJ:fr ji

bc: C. T. Keasey
D. H. Moehring
Alfred Shirley

8757

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 29, 1979

Victor Atiyeh

O. B. Jackmond

FROM: For C. T. Keasey
Asst. State Highway Engineer

TO: Glen L. Green
Division Administrator

Subject: Price Agreement No. 2
Contractor's Claim Settlement
S. Fork Coquille River (Gaylord) Bridge
FAP No. SOS-0600(1)
Contract No. 8757

The contractor on the above project submitted a claim for damages sustained due to the collapse of falsework towers. The contractor claims the loss resulted from an "Act of God" and is therefore not his responsibility as defined in Section 107.25 of the Standard Specifications for Highway Construction, 1974.

Two legal memoranda have been prepared evaluating the "Act of God" claim basis. One was prepared by our Chief Counsel and the other by an attorney for Coos County. Copies of these are attached.

The contractor submitted a claim for loss in the amount of $179,900. Our analysis of the contractor's claim supports a loss of $150,550. The contractor's attorney and insurance company have advised by letter that the loss is not covered by insurance. A settlement of $121,500.00 has been negotiated with the contractor as indicated on Price Agreement No. 2. A tabulation of the contractor's claim and our review figures are enclosed.

Your approval of this price agreement for claim settlement is requested.

OBJ:fr

Att.

cc: H. S. Coulter
Alfred Shirley
Eugene Ash
Jack Sollis

RECEIVED
STATE HWY ENGR
MAY 31 79
REFER TO
FOR

Form 81-734-3122

# CLAIM SETTLEMENT DATA

S. Fork Coquille River (Gaylord) Bridge
SOS-0600(1)

Table I

| Item | Contractor's Claim | OSHD Records | Claim Settlement |
|---|---|---|---|
| Labor | $ 27,708.20 | $ 27,708.20 | |
| Outside Equipment | 37,632.85 | 34,256.61 | |
| Petroleum | 2,407.81 | -0- | |
| Miscellaneous Ind. Expense | 2,682.97 | -0- | |
| Miscellaneous Direct Expense | 4,849.67 | 4,510.51 | |
| Major Materials | 87,830.39 | 86,047.10 | |
| Lumber | 8,801.74 | 6,231.33 | |
| Concrete | 849.85 | 849.85 | |
| Rock | 695.75 | 695.75 | |
| Reinforced Steel | 4,588.50 | 1,653.16 | |
| Owned Equipment | -0- | 11,199.16 | |
| Travel Expense | 1,855.10 | 1,855.10 | |
| | $179,902.83 | $175,006.77 | |
| Less Overhead and Profit | | -24,456.44 | |
| Totals: | $179,902.83 | $150,550.33 | $121,500.00 |

**OREGON STATE HIGHWAY DEPARTMENT**

# Price Agreement

**APPLYING TO EXTRA WORK AND EXTRA MATERIAL**

Project Name S. Fork Coquille River (Gaylord) Bridge
Date April 16 1979
Highway County Road 153
Contract No. 8757
County Coos
Prefix 206-1058
Contractor Ross Bros. Construction
F. A. Project No. SOS-0600(1)
Address 3501 Brooklake Road N., Salem, OR 97303
Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

**Work to be done:**

To settle the contractor's claim for damages.

**Locations by station numbers:**

Throughout the project.

**Names of pay items, estimated quantities and agreed prices:**

Lump Sum - $121,500.00

**Specifications, basis of measurement and other provisions:**

ORg
S.R.

This agreement settles all claims for damages or loss associated with the collapse of the above named "Gaylord Bridge" while under construction i September, 1978. As a part of this agreement the contractor will complete the site cle and disposition of debris resulting from this failure and collapse at no additional cost tc the State and to the satisfaction of the Engineer. The contractor will complete the work under the terms of the original contract, except that the specified date for completion of the project will be October 1, 1979.

S.R.
ORg

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $ 337,821.40
Present estimate of project cost, including $ 121,500.00 for work under this order $ 469,821.40
Expected ~~under-run~~ over-run (amount) $ 132,000.00
Expected ~~under-run~~ over-run (per cent)

Space to right of this line for use of Salem Office

Submitted by: Resident Engineer
Approval Recommended: Division Engineer
Approval Recommended: O. B. Jackmond For Construction Engineer ~~or Bridge Engineer~~
5-29-79

Signed St. M. Ross Contractor
Ross Bros Cont

Approved: H S Coulter State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Approved for Coos County Commission Woodrow Robison Title 4/24/79 Date

**DEPARTMENT OF JUSTICE**

**Memorandum**

**TO:** MEMO TO THE FILE

**DATE:** May 1, 1979

**FROM:** Jack L. Sollis
Assistant Attorney General & Counsel

**SUBJECT:** Gaylord Bridge, Contract #8757; "Act of God", or "Flood"

The bridge under construction at Gaylord, Oregon, on the south fork of the Coquille River, collapsed into the river on September 8, 1978. This memorandum is being prepared in light of possible litigation concerning the collapse of that bridge. The question being presented is what is meant under the "Standard Specifications for Highway Construction of 1974," by the terms "act of God" and "flood."

"Act of God" is defined under Section 101.02 of the Standard Specifications. It is therein stated that: "An act of God is to be construed to mean an earthquake, flood, cloudburst, tornado, hurricane or other phenomenon of nature of catastrophic proportions or intensity." Later in the Standard Specifications, under Section 107.24, it is stated:

> "The contractor shall rebuild, repair, restore and make good all losses, injuries and damages before final acceptance and shall bear the expense thereof; except loss, injury or damage to the work due to acts of God (as defined in subsection 101.02) . . ."

The issue here is whether the weather conditions existing at the time of the collapse of the bridge constitute an "act of God," as to render the county and not the contractor, liable for the expenses therein incurred.

Most Oregon cases in which the term "Act of God" has been construed have done so within the context of determining whether a defendant is excused from liability because of such "act of God." The most recent Oregon case to do so is Northwestern Mutual Insurance Co. v. Peterson, 280 Or 773, 572 P2d 1023 (1978). The Supreme Court stated that:

> "An 'act of God' is defined as a natural occurance of 'extraordinary' and 'unprecedented proportions': '. . . not foreshadowed by the usual course of nature, and whose magnitude and destructiveness could not have been anticipated or provided against by the exercise of ordinary foresight.' Schwieger v. Solbeck, 191 Or 454, 464, 230 P2d 195 (1951)." Supra, at 776.

It appears that in Oregon, as in most jurisdictions, there is a distinction made between ordinary flooding and extraordinary flooding, as constituting an "act of God," when the definition is concerned with a liability defense. The Oregon Supreme Court in Wimmer v. Compton, 277 Or 313, 560 P2d 626 (1977) makes just such a distinction. The court also defines "ordinary flooding" as "that which occurs annually or at certain seasons at regular intervals, which is not of unprecedented magnitude, and which is generally regarded as ordinary." Supra, at 318. The flooding must be of an extraordinary nature in order to be a sufficient defense. See also, Wellman v. Kelley & Harrison, 197 Or 553, 561, 252 P2d 816 (1953), where "extraordinary flood waters" were defined as "a rising of the stream beyond the confines of banks caused by some unusual and unexpected event" and were distinguished from "ordinary floodwaters" which were "seasonal and expected and have been reoccuring at substantially the same periods of the year and approximately the same volume."

In McClaskey v. United States, 261 Supp. 912 (D.C. Or. 1966), affirmed 386 F. 2d 807 (1966), it was found that a flood of near record proportions which was the result of Chinook winds, heavy rains and melting snow, was not uncommon to this particular section of Eastern Oregon, such floods being a common occurrence in the general area not viewed as an "act of God." Also of consideration in this opinion was the fact that the flood occurred on December 22, a time of usual flooding.

Two conclusions can be reached from an examination of these Oregon cases. First, "extraordinary flood" can be used as a defense to the performance of a contract, but an "ordinary flood" may not. Secondly, whether something is an"act of God" is a question of fact. A jury question is, thereby, created as to whether the severity of the weather rises to the level of an "act of God." Northwest Mutual Insurance Company, supra, at 777. And in Mazurek v. Rajnus, 253 Or 555, 456 P2d 83 (1969), it was stated that:

> "An 'act of God' which will excuse the defendant from liability has been defined in varying degrees of unexpectedness. Whether the occurrence comes within the definition is a question of fact for the jury. In the present case it was for the jury to decide whether the 'free and sudden gust of wind' was an unforeseeable occurrence." Supra, at 558.

In other words, the totality of the circumstances surrounding the particular incident needs to be examined in order to reach a conclusion whether some occurrence is an "act of God." One of these circumstances used in determining whether the flood is extraordinary or ordinary is the season in which it occurs.

Interpretations by various jursidictions are summarized in 1 Am Jur 2d, Act of God, Sec. 5, in which it is stated:

> "It has generally been deemed clear that any unprecedented flood or sudden inundation which no human power could stay and no foresight of prudence could anticipate is an "act of God." Furthermore, according to some courts, it is not necessary, in order to constitute a flood or freshet an act of God, that it be unprecedented in the sense that it has never

> happened before in that locality, but it is sufficient if it is unusual, extraordinary, and unexpected. However, some courts take the view that in order for a flood to come within the term 'act of God,' it must have been so extraordinary and unprecedented a manifestation of nature as could not have been reasonably anticipated or foreseen."

For example, the Pennsylvania Supreme Court in Carlson v. A & P Corrugated Box Corp., 364 Pa 216, 72 A2d 290 (1950), stated that in determining whether a flood is extraordinary things that must be taken into account include the character of the particular stream, the adjacent territory and the history of previous floods.

Around the country in other jurisdictions various terms have been used to describe a flood as an "act of God," including "could not have been anticipated under normal conditions," Douglas Reservoirs Water Users Association v. Cross, 569 P2d 1280 (Wyoming 1977); "could not, under normal conditions, have been reasonably anticipated or expected," Baum v. Scotts Bluff County, 172 Neb. 225, 109 NW2d 295 (1961) "applies only to such extraordinary events in nature the history of climactic variations and other conditions in particular locality affords no reasonable warning thereof," Law v. Gulf States Steel Co., 229 Ala. 305, 156 S 835 (1934); "considerations of the natural formation of the country, the character of the stream, its habits and history, to the extent of learning its probable behavior under conditions which experience has shown are likely to recur, Frazier v. Village of Westerville, 36 NE2d 812 (Ohio App. 1941); and "where the rainfall has irregularly and infrequently occurred several times in a particular locality within the memory of man, and each time has caused freshets, it is a thing which can reasonably be expected to occur again, Willson v. Boise City, 20 Idaho 133, 117 P 115 (1911).

As can be seen each jurisdiction has its own set of standards to be used whenever determination is made as to whether any particular event is to be considered a "flood" under "act of God." The Oregon courts have not made any definitive statement in this area. It is my opinion that the determination fo whether this was an act of God under the provisions of the Standard Specifications in the contract would be a question of fact that would go to the jury.

The overriding circumstances that I feel would in all probability lead to a verdict against the State is the time of year in which the flood occurred.

The history of the flooding in the area which is very clearly set forth in the research prepared by Mr. E.J. Simmons and which is attached hereto indicates that a flood of that magnitude could not have been reasonably foreseen by the contractor or by the State.

I do not believe that a jury would be influenced by some of the technical definitions of flood, it is my firm opinion that the court would let the matter go to a jury to determine whether in fact there was a flood and I feel that the possibility of the State prevailing that this was not an act of God is extremely slim. I firmly feel that there are sufficient facts disclosed to indicate that the occurrence sas an"act of God" and therefore the contractor is relieved of liability.

JLS:sjb

MEMO TO: Jack Sollis

FROM: E. J. Simmons

DATE: April 19, 1979

RE: Gaylord Bridge Collapse, Oregon Law on Act of God

Ross Brothers Construction, Inc. has filed a claim for money due it due to the collapse of the Gaylord Bridge while under construction in September of 197 . Their claim is based on the assertion that the greatly excessive water flow that caused the collapse of the bridge was an "Act of God" within the terms of the construction contract and within the Oregon Law.

Although their claim was in excess of $180,000, Ross Brothers Construction, Inc. has agreed to settle the matter for $121,500. This memorandum describes some of the law which indicates that the settlement is eminently reasonable from the point of view of the State.

The Standard Specifications for Highway Construction are incorporated by reference in the construction contract for the project in question. "Act of God" is defined in Section 101.02 of the Standard Specifications for Highway Construction as follows:

> "An Act of God is to be construed to mean an earthquake, flood, cloudburst, tornado, hurricane, or other phenomenon of nature of catastrophic proportions or intensity."

The Oregon Supreme Court has recently given a judicial definition of "Act of God". In Northwestern Mutual Insurance Co. vs. Peterson, 280 Or. 773, 572 P2d 195 (1977) the court stated:

> "An 'act of God' is defined as a natural occurence of 'extraordinary' and 'unprecedented proportions':
>
> "'*** not foreshadowed by the usual course of nature, and whose magnitude and destructiveness could not have been anticipated or provided against by the exercise of ordinary foresight.'

The Oregon cases also indicate the wide latitude given to the jury to determine whether or not an event was an "Act of God". Masurek v. Rajnus, 253 Or. 555, ____ P2d ____ (1969) involved an injury to the plaintiff when a sheet of galvanized metal blew off a stack and struck him. The trial court gave an instruction to the effect that the defendants would not be liable if an "act of God" caused the injury. On appeal, plaintiff assigned as error the giving of such an instruction. The Court commented as follows:

> "Plaintiff excepted to the instruction on the ground that there was no evidence of an act of God in this case. Plaintiff himself described the metal sheet which injured him was blown off the stack by a sort of freak and sudden gust of wind.
>
> "An act of God which will excuse a defendant from liability has been defined in varying degrees of unexpectedness. Whether the occurrence comes within the definition is a question of fact for the jury. In the present case it was for the jury to decide whether the freak and sudden gust of wind was an unforeseeable occurrence." (foot-not omitted) 253 Or. at 558.

As the facts in the present matter, see the attached tables of water flow which were prepared by the attorney for Ross Brothers Construction, Inc. These tables show among other things that the water flow on the day in question was more than three times as high as any water flow for the month of September recorded during the 59 years for which this data is available.

Given the record-breaking nature of the September water flow, it would be easy for a jury to conclude that the water flow that collapsed the bridge was an "Act of God". Accordingly, it appears to me that the settlement in this case is reasonable from the point of view of all the parties.

## Historical Record of Maximum Daily Flows During the Month of September

### Station 14-325000
### South Fork Coquille River at Powers, Oregon

| | |
|---|---|
| Number of Years of Record (1917-1977): | 59 years* |
| No. of years in which maximum daily flow, | |
| Was less than 1000 cubic feet/second: | 57 years |
| Was less than 500 cubic feet/second: | 56 years |
| Was less than 300 cubic feet/second: | 54 years |
| Was less than 200 cubic feet/second: | 44 years |

* No data for the years 1927 & 1928.

Notes:

1. For the years 1917-1960, maximum daily flows were interpreted from full-size Daily Discharge Hydrograph drawings for the South Fork of the Coquille River at Powers. (See Corps of Engineers Drawings PD-25-56/1 through PD-25-56/3).
2. For the years 1961-1977, the maximum daily flows published in "Water Resources Data for Oregon" were utilized. (See U.S. Geological Survey annual reports, prepared in cooperation with the State Engineer of Oregon).

EXHIBIT 1

## Historical Record

## Monthly Precipitation vs. Monthly Maximum Daily Discharge

## Month of September

## Powers, Oregon

| Year | Total Precip. (inches) | Max. Flow (cfs) |
|---|---|---|
| 1932 | .04 | < 200 |
| 1933 | 2.04 | < 200 |
| 1934 | .69 | < 200 |
| 1935 | .38 | < 200 |
| 1936 | .27 | < 200 |
| 1937 | 1.16 | < 200 |
| 1938 | .46 | < 200 |
| 1939 | .62 | < 200 |
| 1940 | 4.12 | |
| 1941 | 3.16 | < 300 |
| 1942 | .39 | < 200 |
| 1943 | .05 | < 300 |
| 1944 | .99 | < 300 |
| 1945 | 1.56 | < 200 |
| 1946 | 1.11 | < 300 |
| 1947 | .61 | < 300 |
| 1948 | 2.46 | < 200 |
| 1949 | 1.14 | < 200 |
| 1950 | .56 | < 300 |
| 1951 | .86 | < 300 |
| 1952 | .48 | < 200 |
| 1953 | 1.23 | < 200 |
| 1954 | 1.92 | < 200 |
| 1955 | 1.33 | < 300 |
| 1956 | 1.31 | < 200 |
| 1957 | 2.47 | < 200 |
| 1958 | 1.72 | < 200 |
| 1959 | 2.57 | < 300 |
| 1960 | .10 | < 200 |
| 1961 | .46 | 37 |
| 1962 | .93 | 114 |
| 1963 | 1.19 | 59 |
| 1964 | .71 | 31 |
| 1965 | .03 | 20 |
| 1966 | 1.94 | 182 |
| 1967 | 1.07 | 27 |
| 1968 | 1.80 | 122 |
| 1969 | 1.49 | 98 |
| 1970 | .92 | 37 |
| 1971 | 4.85 | 582 |
| 1972 | 1.11 | 51 |
| 1973 | 2.97 | 466 |
| 1974 | .03 | 21 |
| 1975 | 0.0 | 40 |
| 1976 | | 30 |
| 1977 | 4.28 | 1000 |
| 1978 | 4.67 | 3530 |

**Total precipitation from September 4-10, 1978= 3.65"

Flow records from 1932-1960 estimated maximum possible from Corps of Engineers graphs, PD-25-56/1,/2,&/3.

EXHIBIT 2

Powers, Oregon
U.S.G.S. Gage 3250

Period of Record
October 1916-
October 1977
(No Record 1926-
1928)

HISTORICAL RECORD
EARLIEST OCCURRENCES
OF STREAMFLOW AND/OR
PEAK STREAMFLOW -
GREATER THAN 1000 C.F.S.
MONTH OF OCTOBER

| DATE | FLOW (C.F.S.) | |
|---|---|---|
| October 18, 1920 | 4,400 | |
| October 31, 1924 | 25,300 | (Record Peak Flow/ Month of October) |
| October 22, 1931 | 1,300 | |
| October 21, 1934 | 2,400 | |
| October 23, 1940 | 1,500 | |
| October 23, 1943 | 4,500 | |
| October 21, 1946 | 1,000 | |
| October 15, 1947 | 5,800 | |
| October 28, 1950 | 24,400 | |
| October 2, 1951 | 1,300 | |
| October 19, 1951 | 4,200 | |
| October 18, 1953 | 1,600 | |
| October 10, 1955 | 2,400 | |
| October 30, 1956 | 4,900 | |
| October 13, 1957 | 1,400 | |
| October 23, 1961 | 1,700 | |
| October 12, 1962 | 4,230 | |
| October 12, 1968 | 1,270 | |
| October 30, 1975 | 4,000 | |

DATA SOURCES: Daily Discharge Hydrograph Drawings 1917-1960
Corps of Engineers Drawings PD-25-56/1, /2, and /3.

1961-1977 data published in "Water Resources Data for Oregon" U.S. Geological Survey Annual Reports.

EXHIBIT 3

8757

8

April 30, 1979

Mr. Woodrow Robinson, Chairman
Board of County Commissioners
Coos County Courthouse
Coquille, OR 97423

Dear Mr. Robinson:

Contract No. 8757
Contractor's Claim
Gaylord Bridge Collapse

This will confirm an oral agreement between Jack L. Sollis, Chief Counsel for the Department of Transportation, and Mr. E. J. Simmions on April 27, 1979, concerning the settlement of the contractor's claim in the amount of $121,500.

The Highway Division, in consideration of the ratification by the Board of County Commissioners of Coos County of the price agreement dated April 16, 1979, for Contract Number 8757, concurs with Coos County and agrees that the collapse on September 8, 1978, of the Gaylord Bridge while under construction was due to "An Act of God" as that term is defined under the Standard Specifications for Highway Construction.

The Oregon State Highway Division also agrees to cooperate with Coos County toward obtaining a maximum possible federal funding for the cost of this project and for the damages to and expenditures made by Coos County because of the collapse of the bridge while under construction.

It is understood that the Board of County Commissioners of Coos County ratified the price agreement mentioned above in reliance upon the agreement hereinabove set out and this letter of confirmation.

Sincerely yours,

H. S. Coulter
State Highway Engineer

JS:sb jh
bc: Jack Sollis
O. B. Jackmond

In consideration for the ratification by the Board of County Commissioners of Coos County, Oregon of the Price Agreement dated April 16, 1979, Contract No. 8757, the Oregon State Highway Department agrees to the following provisions:

1. The collapse on September 8, 1978 of the Gaylord Bridge while under construction was due to an "Act of God" as that term is defined under the Standard Specifications for Highway Construction.

2. The Oregon State Highway Department agrees to cooperate with Coos County towards obtaining the maximum possible federal funding (i) for the cost of this project, and (ii) for the damages to and expenditures made by Coos County because of the collapse of the bridge while under construction.

It is understood that the Board of County Commissioners of Coos County ratified the Price Agreement mentioned above in reliance on this letter.

OREGON STATE HIGHWAY DEPARTMENT

BY______________________________

TITLE____________________________

DATED____________________________

Confirm Consent [illegible]
with P. S. Simmons
[illegible] June 22, 1979

8757

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

April 26, 1979

Woodrow Robinson
Chairman
Board of County Commissioners
Coos County Courthouse
Coquille, OR 97423

RE: Contract #8757
Contractors Claim
Gaylord Bridge Collapse

Dear Mr. Robinson:

This will confirm the concurrence of the Highway Division in the determination that the collapse of the bridge under construction was due to "An Act of God" as that term is defined under the Standard Specifications for Highway Construction.

This will also confirm that the Highway Division will cooperate with the County for obtaining the maximum possible federal funding for the cost of the project and for the damages to and expenditures made by Coos County because of the collapse of the bridge while under construction.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General & Counsel

JLS:sjb

cc: H. S. Coulter
C. T. Keasey
Alfred Shirley
Eugene Ash

RECEIVED
STATE HWY ENGR
APR 27 '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

#8737

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: February 23, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Off-System Project SOS-0600(1)
South Fork Coquille River
Gaylord Bridge
Coos County

The Association of Oregon Counties Board of Directors, Monday, February 19 and Technical Advisory Committee, Thursday, February 22, considered Coos County's attached February 22 request for (Special) Highway Bridge Replacement (SBR) Funds.

They each agreed and will soon confirm in writing that if Coos County needed additional funds from basically what was established at the time of bidding, they could utilize as far as the AOC was concerned the first of the County's portion of Off-System SBR Funds up to a maximum of $250,000. This sum is intended to be $200,000 of Federal Funds and $50,000 of County Funds at the current 80-20 matching ratio.

It was their intention that this authorization cover any change orders that might be issued for the current situation, together with its prorata share of engineering.

GW:pf
Attachment

cc: H. S. Coulter✓
Jack Sollis
C. T. Keasey
Walt Hart
Bud Shirley

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

ROSENBAUM & SIMMONS
ATTORNEYS AT LAW
208 S.W. FIRST AVENUE
PORTLAND, OREGON 97204

E. J. SIMMONS
MICHAEL L. ROSENBAUM

TELEPHONE
(503) 224-1314

February 22, 1979

Technical Advisory Committee
Association of Oregon Counties

Dear Committee Members:

Coos County is making a presentation to you today about the situation it faces because of the collapse of the Gaylord Bridge while under construction.

The attached memorandum describes the background and the present situation of the project. The memorandum also describes a viable method of handling the problem.

Coos County faces an unexpected hardship as a result of the bridge collapse. The County requests your cooperation and attention in attempting to resolve this problem.

Very truly yours,

E. J. Simmons

E.J. SIMMONS

EJS/lap

# GAYLORD BRIDGE PROBLEM

Coos County desired to build a bridge across the South Fork of the Coquille River. This planned bridge was called the Gaylord Bridge Project.

It was decided by the parties involved to build the bridge, financing it with County and Federal funds as follows: The County would pay 14 percent of the total cost, the Federal government would pay the remainder to a maximum of $250,000 and the County would pay the difference. The State let the contract with the bridge scheduled to be built in the fall of 1978.

The State of Oregon and Coos County entered into a "Preliminary Engineering and Construction-Finance Agreement". The State agreed to "design the structure and prepare the plans and specifications at no expense to County", and to "prepare the contract documents, advertise for bids, award all contracts, and supervise construction of the project". The State also agreed to pay all costs of the project in the first instance, and to submit all claims for Federal participation to the Federal Highway Administration in the usual manner. According to the agreement, upon completion of the project, the State is to furnish the County with an itemized statement of actual total costs of the project, including preliminary engineering, contractor payments, construction engineering and all contingency items.

According to that agreement the County, among other things, was, prior to proceeding with each phase of the project, to forward to the State its advance deposit in the amount of 14 percent of the total estimated costs of each portion of the work. An advance deposit for the estimated costs of preliminary and design engineering was required prior to proceeding with any work. Also, a second advance deposit of estimated cost of construction was required following the opening of bids and prior to the contract award

Ultimately, the lowest bidder was Ross Brothers Construction, Inc. The estimated total cost of the project was $347,250.37. The Federal Government was to pay $215,000. The County's total share was to be $132,250.37. After the County was credited with the $860.00 previously paid, the remaining advance deposit required from the County was $131,390.37. That was rounded to $131,400. After the County remitted that advance deposit to the State, the project was awarded.

On September 8, 1978, when the bridge was partially completed, and standing on falsework towers, the bridge washed out and collapsed into the South Fork of the Coquille River as a result of high water.

Ross Brothers Construction, Inc. took the position that the bridge loss was due to an "act of God", as defined in § 101.02 of the Standard Specifications for Highway Construction. Under § 107.25 of the Standard Specifications the contractor's responsibility for the work, or for the rebuilding, repair or restoration of damage to the work, is expressly excepted for damage due to acts of God. The contractor, therefore, felt that the State was responsible for paying the added cost of completion. That question is still to be resolved.

The State has possession of Coos County's advance deposit for construction costs. Ross Bros. Construction, Inc. is threatening to file a legal action against the State for payment for the work completed to the date of collapse. If that action is filed, the State plans to file a third-party action against Coos County. The County would actively defend that lawsuit.

If this matter is litigated, the outcome is uncertain and the stakes are high. There will be large legal fees expanded by each party to the litigation, and there will be years of delay.

Accordingly, it is best to avoid litigation and to get the bridge built. The best source of funds for this additional cost is the Federal Bridge Replacement Fund. Part of this fund is required to be spent on off-system projects, such as the Gaylord Bridge. The Federal representatives are willing to allocate funds for this project. Because of the hardship situation Coos County was faced with, the Board of Directors of the Association of Oregon Counties approved on February 19, 1979 the application by Coos County for up to $250,000 of bridge replacement funds. This approval was subject to the concurrence of the Technical Advisory Committee.

#8757

**DATE:** January 15, 1979

**TO:** Glen L. Green, Division Administrator
Federal Highway Administration

**FROM:**
H. S. Coulter
State Highway Engineer

**SUBJECT:** Oregon Project SOS-0600(1)
S. Fork Coquille River (Gaylord) Bridge
Your Reference HPO-OR

We are still in the process of evaluating the contractor's claim concerning and related to a failure of the falsework towers on this project.

At a meeting held on this matter on January 10, representatives of your office tentatively concurred that it would be possible to reprogram this project and complete the construction by utilizing Special Bridge Replacement funds. All work completed to date including damage claim liability, if any, would be under the Safer Off-System Road funds.

In order to clarify the options available to Coos County in this matter, will you please advise me of your confirmation of the above fund utilization and programming procedures.

OBJ:fr ia

bc C. T. Keasey
D. H. Moehring
Alfred Shirley, Jr.
W. J. Hart

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: CON 5 #8757

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 11, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Claim Review Meeting
Gaylord Bridge
Contract No. 8757

TO: MEMO TO THE FILE

On Wednesday, January 10, 1979, a meeting was held in the small conference room of the Transportation Building for the purpose of reviewing the State and the County's position on the above claim. A listing of the persons in attendance is attached.

Coos County was not officially represented at this meeting, however, Mr. E. J. Simmons, a Portland Attorney, has been retained by the County as a consultant counsel and did attend the meeting. Most of the meeting was devoted to exploring possibilities for obtaining additional FHWA participating funds to assist Coos County in the event that any or all of the contractor's claim may subsequently be shown to be valid. Several possible sources of funding were discussed. These were: The Safer Off-System Road funds, Federal Aid Secondary funds, and Special Bridge Replacement funds. At this time, it appears doubtful that the Department of Transportation can make available additional Safer Off-System Road funds to Coos County since these funds are distributed to counties under the terms of an agreement between the Association of Oregon Counties and the Oregon Department of Transportation. Under the terms of this agreement, county projects are limited to "$250,000 of shared cost (Federal and local funds) and the agency shall pay all costs in excess of Federal funds." Federal funds to finance this program have been appropriated by the Congress for only one year and therefore the Association of Oregon Counties would have some reservations about entering into an amendment to the Department's agreement with them on the distribution of these funds.

This project is not on a Federal Aid system at present. However, it might be possible to place this section of roadway on the Federal Aid Secondary system and subsequently program the completion of this project with Secondary funds. However, this would more than likely require the County to "borrow ahead" on their Federal Aid Secondary funds and hence result in the delay of other County projects on the Secondary system.

The present Federal Highway Law provides funds for Special Bridge Replacements not on a Federal Aid highway system. Theoretically, at least, this project could qualify for the utilization of Special Bridge Replacement funds. These funds seem to be the most viable alternative potentially available to the county. I will pursue the possibility of utilizing Special Bridge Replacement funds for the completion of the Gaylord Bridge project in the eventuality that any part or all of the contractor's claim is later shown to be valid.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JAN 12 '79
REFER TO
FOR

| | |
|---|---|
| | Info |
| | Invgs |
| | R/D |
| | D/R |
| | Sign |
| | Act |
| | File |

Mr. Simmons stated that he would have a recommendation to Coos County in approximately one week. Mr. Sollis will contact Coos County and urge them to provide us with their recommendation in this matter as soon as possible. Also Mr. Sollis will contact the contractor's attorney, Mr. Siefert, and request in detail a breakdown of the claim cost so that reasonable analysis can be made. Resident Engineer Gene Ash will commence the preparation of a detailed cost estimate for the loss sustained by the contractor by virtue of the collapse of the falsework towers on this project.

Mr. Simmons inquired as to the availability of Federal funds for the work completed thus far, including claim liability, should it become necessary for the county to elect to not complete the project. Mr. Zotter responded that in his opinion the project would then become an abandoned project and Federal Aid funds could not be used to pay for work done thus far or for any claim for damages.

OBJ:fr

Att.

cc: H. S. Coulter
Jack Sollis
Les Hampton
FHWA
Alfred Shirley
W. J. Hart
Gene Ash

# Gaylord Bridge Claim Meeting

1-10-79

| Name | Representing |
|---|---|
| Jim Zotter | Ass't. Reg. Counsel FHWA |
| Jim Gix | Res. Constr. Eng'r |
| Walter Hart | Str. Des. Engr. |
| Eugene Ash | Res. Engr. |
| Tom Lowe | FHWA |
| Ted Blackly | ODOT, Streeting |
| Vernon Cubach | FHWA |
| Glenn Hossner | FHWA |
| Les Hampton | Dept of Justice |
| Bryant Jackmond | OSHP - Construction Branch |
| NACA L. SOLLIS | Asst Atty Gen |
| E.J. Simmons | Atty for Coos County |

8757

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
**FEDERAL HIGHWAY ADMINISTRATION**
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 16, 1978

In reply refer to: HFO-OR

SUBJECT: Oregon Project SOS-0600(1)
S. Fork Coquille River (Gaylord) Bridge
FHWA Position on Project Completion

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation

RECEIVED
STATE HWY ENGR
NOV 17 '78
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

Orig. to

By November 9, 1978, memorandum Mr. O. B. Jackmond requested our position concerning subject project as it relates to funding completion or cancellation of the work provided for under the contract.

Our position, of course, is that the replacement of Gaylord Bridge was a justifiable offsystem project and as such should be carried to completion. Our participation in the additional costs incurred due to falsework failure will be based on a legal determination of liability. If it is determined the falsework failure was caused by an "Act of God", not through Contractor negligence, and not covered by the Contractor's insurance, then FHWA can participate in the eligible additional costs. The additional financial burden on the County could be eased by a reallocation of offsystem funds since Oregon's current distribution method limits the amount of funds to be allocated to the individual counties.

If the County elects to cancel the project due to its inability to finance a completed project, FHWA may be able to participate in costs incurred to date if such a decision on the County's part is supportable by a public interest finding showing extreme hardship. Such a finding may be difficult when a minor reallocation of offsystem funds would provide the increased funds.

In summary, it is our position that the Gaylord Bridge should be completed with an assignment of funding liability made by a legal determination; however, consideration can be given to cancellation of the project based on a public interest showing of extreme hardship.

for G. L. Green

cc:
C. T. Keasey (OSHD)

#8757

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
**HIGHWAY DIVISION**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 9, 1978

TO: Glen L. Green,
Division Administrator

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: S. Fork Coquille River (Gaylord) Bridge Section
Gaylord Road (County)
Coos County
FAP No. SOS-0600(1)

On September 9, 1978, the structure being constructed under this contract was partially complete and was supported by two falsework towers in the stream bed. The falsework towers failed due to a stream flow condition and the prestressed concrete beams fell into the stream bed damaging them beyond use. The contractor has filed a claim for damages with the State claiming that the stream flow condition constituted an "Act of God". At present, the State and the County are giving this matter detailed study in order to attempt to determine liability and to provide the County with information concerning its alternatives should the contractor's claim prove valid. The contractor's claim for irreparable loss is $162,793. Salvageable contract work remaining in place amounts to approximately $77,128. One option that Coos County wishes to consider is that of cancellation of the contract and not completing the project. Should the contractor be able to prove his loss due to an "Act of God" and the County be forced to cancel the contract due to its inability to finance the completion, the question arises as to whether or not FHWA can participate in the work done to date together with the losses sustained by the contractor.

We would appreciate your response to this matter so that we may properly advise the County.

OBJ:fr

cc: H. S. Coulter
Jack Soliis
Les Hampton

RECEIVED
STATE HWY ENGR
NOV 13 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
H.S. COULTER

Form 81-734-3122 (Rev. 7-77)

8757

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

# *Memorandum*

SUBJECT: Oregon Project SOS-0600(1)
S. Fork Coquille River (Gaylord) Bridge
Coos County

DATE: November 8, 1978

In reply refer to: HFO.8-OR

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

Mr. C. T. Keasey's letter of October 25, 1978 confirmed advance notice of September 19, 1978 that there is possibility of a claim by the contractor on the subject project due to a partially completed structure collapse.

I hereby acknowledge Mr. Keasey's notice. The provisions of FHPM 1-4-2.4 apply and the project will carry a separate line item entitled "State Legal Expense - Contract Claims" and as such, is not charged to construction.

G.K. [illegible]
for G. L. Green

cc:
ODOT (C T Keasey)
ODOT (C Laux)
ODOT (D Hacek)

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
NOV 14 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
NOV 13 '78
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8757

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8757

Salem, Oregon

October 26, 1978

RECEIVED
STATE HWY. ENGR.
OCT 30
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

Geo Hopkins

FROM: George Hopkins
Field Construction Engineer

SUBJECT: Gaylord Bridge
Contract No. 8757

TO: MEMO TO THE FILE

A general meeting was held at 1 p.m. Wednesday, October 25, 1978 in the Bridge Design conference room to discuss the status of the Gaylord Bridge contract. Those attending were:

| Name | Title | Representing |
|---|---|---|
| O. B. Jackmond | Contract Adm. Engr. | OSHD |
| James J. Gix | Region Const. Engr. | OSHD |
| Paul C. Wolf | Superintendent | Ross Bros. |
| Ray Ross | | Ross Bros. Const. |
| Steve Ross | | Ross Bros. Const. |
| Pat Johnson | | Ross Bros. Const. |
| Daniel J. Seifer | | Kobin & Meyer for Ross Bros. |
| Leslie B. Hampton | | Asst. Chief Trial Counsel |
| Jack L. Sollis | | Chief Counsel ODOT |
| Judith Armatta | County Counsel | Coos County |
| George Hopkins | Field Const. Engr. | OSHD |
| Arthur T. Blachly | Sr. Struct. Designer | ODOT |
| Walter J. Hart | Bridge Engineer | ODOT |
| Eugene Ash | Resident Engineer | ODOT |

The purpose of the meeting was to exchange information and discuss all relevant facts surrounding the failure of the supporting falsework on September 9, 1978 and establish the negotiating position of all those directly involved with the contract. The contractor gave a brief summary of total expenditures on items of loss to date in the amount of approximately $162,000. A copy of his cost breakdown sheet is attached to this memo. Payment for materials on hand was discussed and the Resident Engineer will work with the contractor in order to make maximum allowable payment for materials. The contractor said reinforcing steel for the bridge deck was stored in his yard under cover, but the reinforcing steel for the diaphragm beams was lost when the falsework failed. The State agreed to stop workday count and the contractor will not be charged liquidated damages pending determination of liability for this failure.

There was extensive discussion on rainfall, river flow characteristics and also some of the State's concern such as the footing elevation of the falsework towers, the bracing of the falsework towers and other procedures that were followed by the contractor in construction of the falsework towers in the river.

In summary, the contractor claims that failure of the falsework was due to an act of God and is the responsibility of the State under the terms of the contract. At this time the State does not agree with this position and feels that there may have been certain conditions which a prudent contractor would not have allowed to occur, thereby preventing the failure of the falsework. An agreement between the legal counsel for the contractor and the State was reached to adjourn and research the data and attempt to agree on whether or not this failure could be considered as an act of God after which another meeting will be scheduled by the State's Legal Counsel. The meeting adjourned at 3:05 p.m.

GH:fr

Att.

cc: H. S. Coulter
Walt Hart
Jack Sollis
Jim Gix
Gene Ash

**ROSS BROS. CONSTRUCTION, INC.**

GENERAL CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

Analysis by Ross Brothers Construction, Inc of the South Fork Coquille River (Gaylord) Bridge Section on County Road No. 153 for the Months-July, 1978 thru September, 1978

The statements contained here in have been compiled to indicate the expenditures of the affected temporary and permanent phases of construction for OSHD No. 8757. In this we shall observe the development of the conditions that are presently existing due to the events of September 9, 1978. The stream discharge graphs will substantiate that on September 9 unseasonably severe stream flow conditions did exist.

Payments Received as of October, 1978:

| | |
|---|---|
| Payments received to date- | $73,271.60 |
| 5% retention- | 3,856.40 |
| Total Including retention- | $77,128.00 |

Total Outstanding on Contract:

| | |
|---|---|
| Total amount of contract- | $296,140.00 |
| Received with retention- | 73,271.00 |
| Total Outstanding- | $222,868.40 |
| | |
| Total amount of contract- | $296,140.00 |
| Rec'd without retention- | 77,128.00 |
| Total outstanding- | $219,012.00 |

Percent Outstanding on Contract:

With retention-74%
Without retention-75.3%

Expenditures for Unsalvagable materials and labor:

Temporary Access Road:

| | |
|---|---|
| Material- | $ 580.00 |
| Labor- | 193.80 |
| Equipment Rental- | 2350.00 |
| Total- | $3123.80 |

Temporary Towers:

| | |
|---|---|
| Material- | $11500.00 |
| Labor- | 3957.22 |
| Equipment Rental- | 1045.00 |
| | $16502.22 |

Other Misc. Expenditures:

| | |
|---|---|
| Subcontracts-Continental Strucres | $7859.70 |
| Gray's Crane & Rigging Inc. | 7640.00 |

Other Misc. Expenditures (Continued):

| | |
|---|---|
| Material for Perm. Structure- | $76852.16 |
| Labor for Perm. Structure- | 17126.40 |
| Misc. Cost- | 6596.34 |
| Overhead- | 2989.72 |
| Total- | $119064.32 |

Clean up Expenditures:

| | |
|---|---|
| Equipment Rental- | $17079.34 |
| Labor- | 7023.86 |
| Total- | $24103.20 |

Total Expenditures for Gaylord Bridge (OSHD 8757):

| | |
|---|---|
| Unsalvagable Materials | $ 19626.02 |
| Other Misc. Expenditures | 119064.32 |
| Clean up Expenditures | 24103.20 |
| | $162793.54 |

**ROSS BROS. CONSTRUCTION, INC.**

**GENERAL CONTRACTOR**

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

8757

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 19, 1978

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8757 for the S. Fork Coquille River (Gaylord) Bridge on County Road 153 in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

bc G. T. Keasey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Eugene Ash

KL&K Associates Inc.

503/231-6570
Lloyd Five Hundred Building
500 N.E. Multnomah Street
Suite 1262
Portland, Oregon 97232

July 14, 1978

Mr. Cecil Head
Commission Services, Dept. of Transportation
104 Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 8757 - S. Fork Coquille River Bridge
Ross Bros. Construction, Inc. - Contractor

Dear Mr. Head:

Enclosed are the contract documents containing performance and payment bonds in the amount of $296,140, which have been executed by Ross Bros. Construction, Inc. as principal and by Safeco Insurance Company of America, as surety.

Very truly yours,

K L & K ASSOCIATES INC.

Gail Custer

Gail Custer

/gc

Encl.

cc: Ross Bros. Construction, Inc.

RECEIVED
JUL 17 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8757

9

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Eugene Ash
SAIF
Fran

July 11, 1978

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on June 27, 1978, accepted your proposal for the South Fork Coquille River (Gaylord) Bridge Section on County Road No. 153 in Coos County for the sum of $296,140 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of Coos County and when the sum of $131,400 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8757.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8757 C000

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Roust

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION S. Fork Coquille R. (Gaylord) Bridge
Highway Gaylord Rd No. 153
County Coos Region 3
Type of Work G. P. Structure. Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | | | | | |
| Negative Declaration | ☒ | | | | | |
| Project Assessment | | ☒ | | | ☒ | No problems |
| Write-off Letter | ☒ | | | | | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | Less than 50 Cu Yds on banks |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | | ☒ | | | ☒ | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |
| | | | | | | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | | ☒ | | | ☒ | |

8757 8

STATE OF OREGON INTEROFFICE MEMO

NOTED
E. S. HUNTER

TO: Mr. Jack Ayres
Acting Regional Federal
Aid Engineer
Roseburg

DATE: May 22, 1978

SUBJECT:

Gaylord Bridge, Bridge 16349
S. Fork Coquille River
County Road 153
Coos County
Historical Preservation Mitigation

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

Enclosed is a pocket folder containing copies of pictures, et cetera, which I have assembled as a "package" and delivered to the Historic Preservation Section of the Parks Branch. Elizabeth Potter of that Section has informed me that this "package" is acceptable mitigation relative to historic preservation for this project.

Formal release of the project by the Historic Preservation Section will be forthcoming in the usual manner.

Also attached, for return to the County, are the four small photos which you obtained from them. One copy each of four additional small photos, which were found in our records, are also included for transmittal to the County.

Your help in obtaining information for this mitigation "package" is greatly appreciated.

RWE:dh
Enclosures

cc E. S. Hunter
Gary Potter
D. H. Moehring
J. H. Versteeg
Alfred Shirley
Elizabeth Potter
T. G. Thompson
H. A. Schell, FHWA

RECEIVED
TECHNICAL SERVICES
MAY 23 '78
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

81-125-1387

8757 8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

## STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation- Hwy Division

PROJECT TITLE: S Fork Coquille River (Gaylord) Bridge

PNRS #: 7803 2 380

DATE : April 19, 1978

The State Clearinghouse has received additional comments from State Historical Preservation Office subsequent to our conclusion letter of April 19, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
MAY - 4 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

| | | |
|---|---|---|
| cc: | G. L. Green | Reg. 3 Eng: A. Shirley |
| | H. S. Coulter ✓ | Dist. 7 Eng: B. E. Brown |
| | F. E. Terpin | Aeronautics Division |
| | J. B. Boyd | B. L. Gifford |
| | J. H. Versteeg | D. E. Swan |
| | Gary Potter | G. W. Wimer |
| | W. J. Hart | |

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

NOTED
H.S.COULTER

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

RECEIVED
MAR 21
STATE PARKS
BRANCH

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: ______________________ Due Date: 4 11 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS SUSPENSION BRIDGE OVER THE S. FORK OF THE COQUILLE. IN COOS COUNT; IS CONSIDERED RARE AND HISTORIC BY SEVERAL AUTHORITIES. THIS OFFICE FEELS THAT AN ASSESSMENT OF ITS SIGNIFICAN AND POSSIBLE MITIGATION AS OUTLINED IN 36 C.F.R. 800 SHOULD BE UNDERTAKEN.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

8757 8

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation-Highway Division

PROJECT TITLE: S. Fork Coquille River Gaylord Bridge

DATE: April 18, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAY -1 '78
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | Act | File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~[illegible] proposal is endorsed as [illegible]~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

### NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

4-28-78
cc G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
G. W. Wimer
D. E. Swan
B. L. Gifford
Alfred Shirley Jr.
B. E. Brown
Aeronautics Division

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

**PNRS STATE REVIEW** APR 14 1978

Project #: 70[illegible] Due Date: ____________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the proposed bridge construction. However, in-stream activities, such as stream crossings, channel alterations, disturbances causing siltation, and other pollutants could have adverse impacts on aquatic resources. We request that planning and construction of this project be coordinated with our District Fishery Biologist, Bill Mullarkey. His office phone number is Coos Bay, 269-1200.

Agency ____________________ By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 4/13/78

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

[illegible]
MAR 27 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

## PNRS STATE REVIEW

Project #: 7803 2 380 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

### PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
MAR 20 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible] By DK

(#2) 8757

8

ROBERT W. STRAUB
GOVERNOR

**DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310**

March 14, 1978

TO
Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 647
1975 McPherson Street North
North Bend, OR 97459

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: S. Fork Coquille River (Gaylord) Bridge
Highway: County Rd. No. 153
County: Coos

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 14, 1978.

BLG:dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 3: A. Shirley, Jr.
District 7: B. E. Brown
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 16 '78
REFER TO

FOR

| Info | Inves | R/D | D/R | Sgn | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | |
|---|---|---|
| For Internal Use Only | 1-8] PNRS # | Page One |

| | | |
|---|---|---|
| 02 | 12] APPLICANT [45<br>Department of Transportation | 46] DIVISION [79<br>Highway |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>O'DOT Building | 46] CITY [60<br>Salem<br>76] ZIP [80<br>97310 |
| 04 | 12] CONTACT PERSON [45<br>D. H. Moehring | 46] AREA CODE [48<br>503<br>49] PHONE [55<br>378<br>56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>S. Fork Coquille River (Gaylord) Bridge | |

| | | | |
|---|---|---|---|
| 11 | 12] PROJECT LOCATION—CITY<br>County Rd. No. 153 | PROJECT LOCATION—COUNTY<br>Coos | PROJECT LOCATION<br>SEC: T:<br>R: |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The bridge is the only means of crossing the South Fork of the Coquille River [71

06 12] for the ranches and logging operations located along Gaylord Road. These [71

07 12] operations are curtailed in that the existing bridge has a low load limit. The [71

08 12] proposed new structure will replace an old and narrow (11 foot travel lane) [71

09 12] bridge. [71

10 12] [71

| | AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|---|
| 12 | 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| | 234,600 | -- | -- | 65,400 | -- | 300,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

| | | | |
|---|---|---|---|
| (C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?<br>Yes ☒ 29 No ☐ 30 Date: March 14, 1978 | (D) REVIEW REQUIRED by A-95<br>Yes ☒ 31 No ☐ 32 | (E) ENVIRONMENTAL IMPACT<br>Yes ☐ 33 No ☒ 34 | (F) HOUSING RELOCATION REQUIRED<br>Yes ☐ 35 No ☒ 36 |

| | | | |
|---|---|---|---|
| (G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH [42<br>April | 43] DAY [44<br>14 | 45] YEAR [46<br>1978 |

# ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 14, 1978

VI. If project includes state funds (12C), identify agency

## STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

**PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS**

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

CATEGORY
3 PROJECT

NON-MAJOR
SOS-0600(1)
70611

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 5, 1976

## A. PROJECT IDENTIFICATION

Name of Project Gaylord Bridge
(Section)

Location of Project Gaylord Road (Highway Name) County Road No. 153 (Highway No., US - ORE)

south of Myrtle Point (City) Coos (County) III (Region)

Program Federal Off-System Road Program (Funding) $300,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The bridge is the only means of crossing the South Fork of the Coquille River for the ranches and logging operations located along Gaylord Road. These operations are curtailed in that the existing bridge has a low load limit. The proposed new structure will replace an old and narrow (11 foot travel lane) bridge.

Origin and History: The existing bridge was built in 1938. Damaged by high water it had major repairs made to it in 1965. In 1966 drift damaged the eye bolts supporting the floor beams and a double support system for each floor beam was installed.

## C. DESCRIPTION OF PROJECT

Length 0.07

Termini Project will start at intersection of County Road No. 153 and Oregon State Hwy. No. 242 and ends approximately 350' west of said intersection.

Alignment ☐ New ☒ Existing ☐ Combined The old bridge will be removed and the new bridge constructed in its place.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way will be re~~quired.~~

Typical Section The new bridge will be 24 feet wide. The road approaches will consist of two travel lanes with shoulders.

Structures Remove existing bridge and replace with new bridge in approximately same location.

Characteristics (ADT) This bridge is the link between Gaylord Road and State Highway 242. There are a number of ranches plus home sites located along Gaylord Road and the ADT is estimated to be under 50.

Other General Information (or Supplemental information to items) In that the bridge was built in 1938 and has had some major repair over the years, there is an unknown factor of metal fatigue in the large support cables and U bolts. Thus, for safety and public welfare it is felt that the existing structure should be replaced by a new one.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N/A

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way will be required.

Typical Section The new bridge will be 24 feet wide. The road approaches will consist of two travel lanes with shoulders.

Structures Remove existing bridge and replace with new bridge in approximately same location.

Characteristics (ADT) This bridge is the link between Gaylord Road and State Highway 242. There are a number of ranches plus home sites located along Gaylord Road and the ADT is estimated to be under 50.

Other General Information (or Supplemental information to items) In that the bridge was built in 1938 and has had some major repair over the years, there is an unknown factor of metal fatigue in the large support cables and U bolts. Thus, for safety and public welfare it is felt that the existing structure should be replaced by a new one.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

N/A

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

## F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The bridge will span the South Fork of the Coquille River. The west approach is located on a rock ledge. The road work on the west approach will affect some blackberries, willows, myrtles and vine maples. The east approach is located on a fairly steep earth bank. The bridge and road construction will affect blackberries, willows, myrtles, alders and vine maples. The construction of this structure will be done in the summer months and a detour will be constructed south of the present structure at a point which was established previously for a low water bridge and detour route.

The fish characteristic of the South Fork of the Coquille River at this location are as follows: Salmon, Steelhead and Trout.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) This project is located in a rural area, approximately 13 miles south of Myrtle Point, Oregon. The surrounding land use is basically farming and logging. Without the replacement of this bridge their operations will be impaired. There is a General Telephone cable located on the bridge which will require replacing.

## G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: NONE

Consequences: NONE

2. Estimated Changes in Traffic Patterns: A detour will be located south of the present bridge.

Consequences: No long-term changes.

3. Estimated Changes in Land Use: The project shouldn't have an adverse effect on the land use.

Consequences: Short term for detour and shouldn't have any lasting effect.

4. Expected Adverse Effects on Natural Ecological Resources: The existing structure will be removed and a new structure constructed in its place. The plans for the new structure haven't been designed as yet. At this time it is anticipated the detour will be constructed south of the present structure at a point where a low water bridge and detour route were constructed previously.

Consequences:

No lasting effects are anticipated

5. Expected Adverse Effects on Cultural and Scenic Resources: Some clearing of proximate vegetation. Short-term scarring effect.

Consequences: Surroundings will soon recover.

6. Preliminary Identification of Areas of Critical Environmental Concern: Impact to the South Fork of the Coquille River should be minimal as the work will be scheduled in the summer months. Prior to construction the necessary permits will be obtained . (Div. State Lands, Dpt. of Fish & Wildlife, etc.)

7. Potential for Controversial Issues:

NONE

## H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| Personnel | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | | | |
| Urban Economist | | | |
| Water Quality Spec. | | | |
| Acoustical Engineer | | | |
| Air Quality Engineer | | | |
| Cultural Geographer | | | |
| Urban Planner | | | |
| Geologist | | | |

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

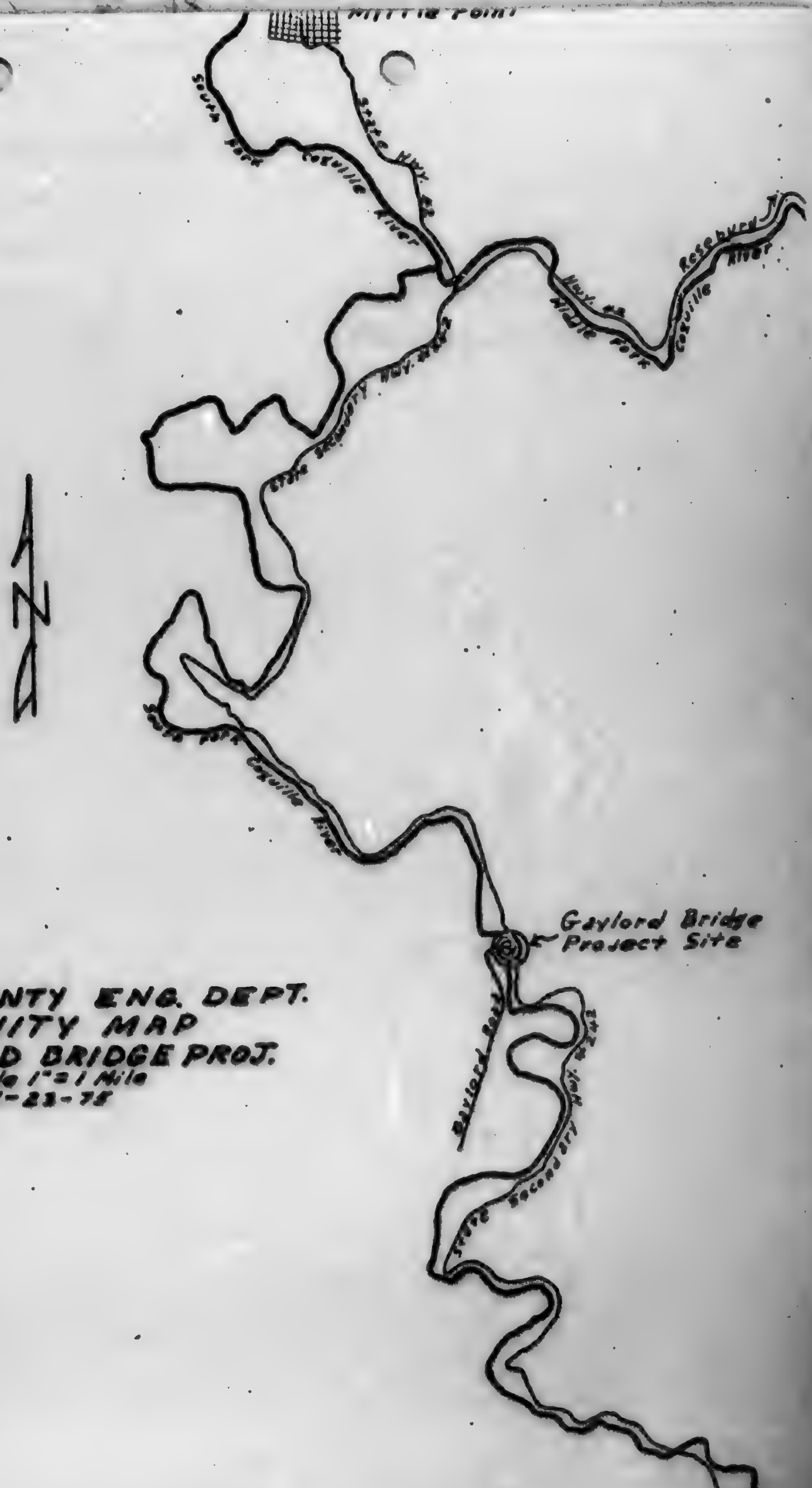
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

## I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment Only


Myrtle Point
South Fork Coquille River
State Hwy. 42
Hwy. 42
Roseburg
Middle Fork Coquille River
State Secondary Hwy. 242
N
South Fork Coquille River
Gaylord Bridge Project Site
Gaylord Road
State Hwy.
State Secondary Hwy.
Powers

# COOS COUNTY ENG. DEPT.
# VICINITY MAP
# GAYLORD BRIDGE PROJ.

Scale 1" = 1 Mile
11-23-75

# ADDENDUM

## to

## PROJECT ENVIRONMENTAL ASSESSMENT

NAME OF PROJECT : Gaylord Bridge

LOCATION OF PROJECT: Gaylord County Road No. 153

COUNTY : Coos

REGION : III

PROGRAM : Federal Off-System Road Program, Assigned No. SOS-0600(1)

The original environmental assessment stated that no right-of-way would be required for this project. However, during location design it became apparent that the bridge should be raised to allow for larger beams so as not to restrict river flow at the bridge site during high waters.

Also the existing right-of-way has two curves at the west approach to the bridge. By changing the horizontal alignment one of the curves can be eliminated and the other reduced in curvature. This change will make a safer approach to the bridge.

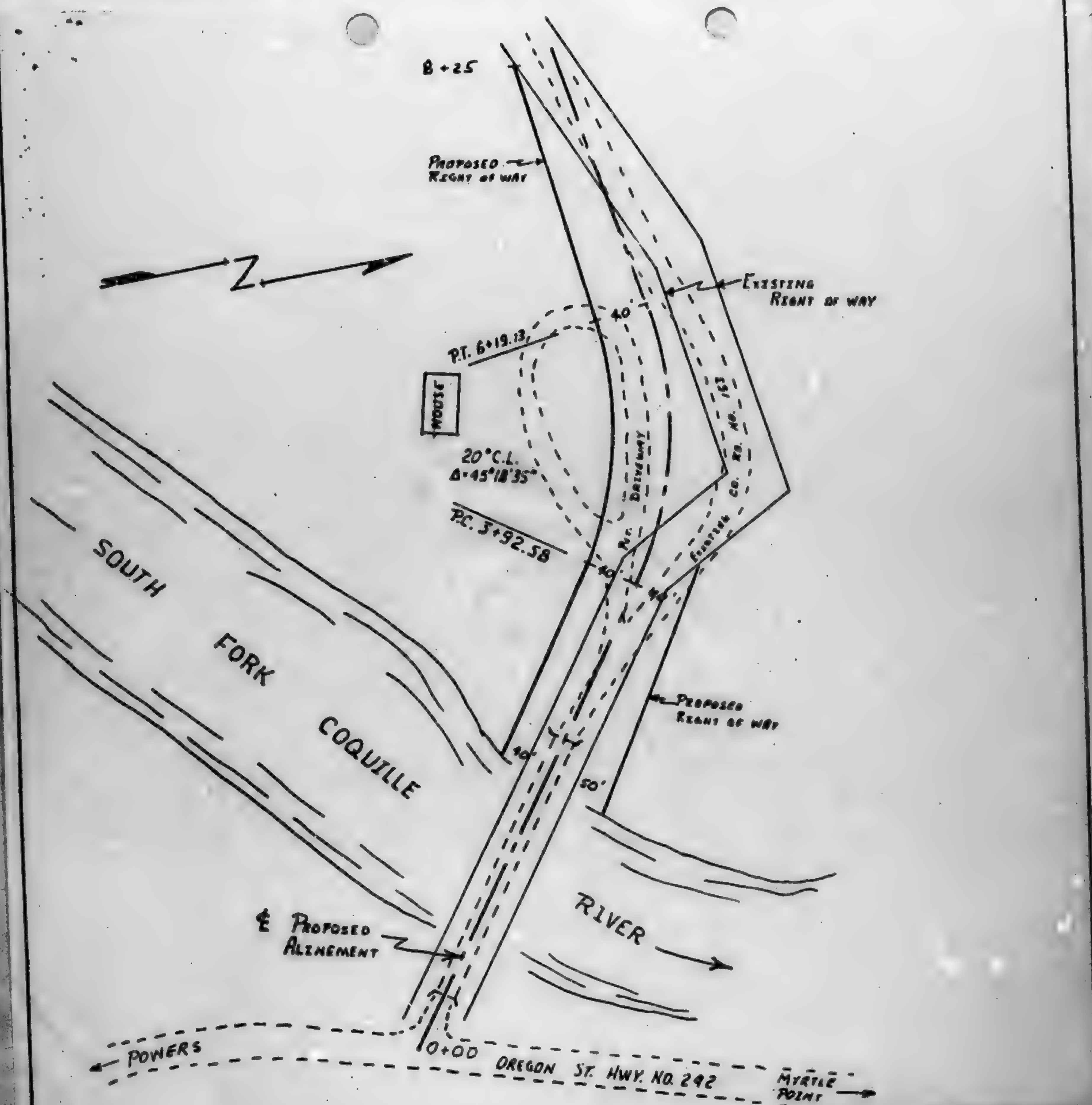
The raising of the bridge and changing in horizontal alignment will require the purchase of approximately 0.53 of an acre of additional right-of-way, and changing the total length of the project from 350 feet to 800± feet. The property affected by the additional right-of-way is located on the west approach to the bridge and details of the property are as follows:

1. To the norgh of the existing right-of-way a small amount of farm land will be needed for the new alignment.

2. To the south of the existing right-of-way some small vine maple and myrtle, five firs (12" to 15" in diameter), a few small fir, poison oak and brush will be removed for the new alignment.

The above mentioned changes will provide a safer roadway for the public and eliminate a restriction in river flow during high water.

A sketch map is attached showing the location of the additional right-of-way needed for the proposed project.


8+25
PROPOSED RIGHT OF WAY
Z
EXISTING RIGHT OF WAY
40
P.T. 6+19.13
HOUSE
20° C.L.
Δ=45°18'35"
DRIVEWAY
EXISTING CO. RD. NO. 153
P.C. 3+92.58
40
40
SOUTH FORK COQUILLE
PROPOSED RIGHT OF WAY
40'
50'
RIVER
℄ PROPOSED ALINEMENT
0+00
POWERS
OREGON ST. HWY. NO. 242
MYRTLE POINT

COOS COUNTY ENGINEERING DEPT.

# SKETCH MAP
# GAYLORD BRIDGE

GAYLORD CTY. RD. NO. 153
COOS COUNTY
FED. OFF-SYSTEM RD.
[illegible]

DATE: 2-14-78
DRW: R.R.L
SCALE: 1" = 100'

8757

Coos

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: PRO

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 17, 1978

FROM: JAMES J. GIX
Regional Construction Engr.

TO: Frank Terpin
Location Engineer

SUBJECT: Survey Data
S. Fk. Coquille River (Gaylord) Br.
County Road
Coos County
206-1939

Please find enclosed the following listed survey data from the Coos County Engineer:

| | | |
|---|---|---|
| 1 | Roll | Mylar Vicinity Map (Separate Cover) |
| 3 | Rolls | Copies of Vicinity Map " " |
| 2 | Copies | Engineer's Narrative Report |
| 2 | Copies | Engineer's Estimate |
| 2 | Copies | Right-of-Way Report |
| 1 | Folder | Grade Calculations & Earthwork Computations |
| 1 | Folder | Co-ordinate Work Sheets |
| 1 | Folder | Photographs |
| 1 | Book | Field Notes |
| 1 | Roll | Plotted Cross-Sections (Separate Cover) |

Mr. Luckman, Coos County Engineer, has expressed two concerns: first, that the project be moved up from the proposed July letting if possible, and second, that he be informed as soon as possible of the estimated cost of the project.

The location estimate is $360,000; consequently, Coos County will have to budget a considerable amount toward this project. They would like to know the amount in time for their budget meetings to be held in April and May. Please inform this office of estimated costs when available so we can in turn inform Mr. Luckman.

As mentioned in the right-of-way report, the county has contacted our right-of-way section and requested that we handle the negotiation and acquisition. Further details of this facet will be handled by our region right-of-way office.

To CHRISTENSEN
2-27-78

jwg/cw
Encl.

cc Rock Luckman
Walt Hart
D. H. Moehring
Virgil Wilson
F. D. Morrison

2/24/78
We have requested the Region contact the county and suggest only the bridge be contracted and the county construct the approaches
WR

RECEIVED
FEB 24 1978
LOCATION
SECTION

8757 1-78

# ENGINEER'S NARRATIVE REPORT

NAME OF PROJECT : Gaylord Bridge

LOCATION OF PROJECT: Gaylord County Road No. 153

COUNTY : Coos

REGION : III

PROGRAM : Federal Off-System Road Program, Assigned No. SOS-0600(1)

The purpose for this survey is for the proposed reconstruction of Gaylord Bridge. The project is to be funded by the Federal Highway Administration under the Safer Off-System Road Program, Project No. SOS-0600(1). The project starts at the intersection of Gaylord County Road No. 153 and Oregon State Highway No. 242, which is located in Section 22, Township 30 South, Range 12 West Willamette Meridian. The project then traverses in a westerly direction a distance of 800± feet which will require crossing the South Fork of the Coquille River.

Having spoken to the land owner from which additional right-of-way will be obtained I find him agreeable to the realignment. To my knowledge there are no negative attitudes by the people in the area regarding bridge construction. The proposed reconstruction of the bridge will have to be completed during the summer months because of the need to construct a detour road. The detour road will require the placement of a low water bridge. The county will construct and maintain the detour during Gaylord Bridge construction. The detour can only be economically done during the low water periods in the summer months, thus the new bridge construction will have to be completed for traffic by October 1.

I have contacted the local office of the Corps of Engineers and the Department of Fish and Wildlife regarding the proposed construction. The

Corps of Engineers does not require a permit if no fill is placed in the river. The Department of Fish and Wildlife is agreeable with this project with the following comments:

1. Activity in the river be limited from June 15 through the latter part of September.

2. They ask to be notified of what work will be performed in the river.

A permit for the approval of the Division of State Lands is being prepared by Coos County. The project has no unusual conditions, materials or recreational areas, or historical sites to my knowledge.

The survey work performed by the Coos County Engineering Department was done by the use of a theodolite, an E.D.M., a chain, a level and other engineering tools. The contour and elevation data was taken from U.S.C. & G.S. datum and the bench mark used was from U.S.C. & G.S., R-346. The initial points for this location survey were control points placed along the Oregon State Highway No. 242 by the State Highway Department personnel. These control points are tied to the Oregon State Grid System, South Zone. The project control points are in relationship to the grid system.

The east and west 1/4 corners of said Section 22 were tied during the survey. The proposed alignment has a 75 foot approach to the bridge from the State Highway; thence a 180± foot bridge; thence 500± feet continuing from the west end of the bridge to blend into the existing roadway. The roadway will have a 20 foot width with 2 foot shoulders and will be surfaced with 12 inches of gravel. The subgrade will have a width of 28 feet, thus the rock slope will be a nominal 2:1. It has been the county's experience that this type of roadway is sufficient for the type of rural road travel in the area.

The bridge is proposed to be at the same location as the existing bridge. At the time of federal application it was anticipated the bridge and approches would be located to utilize the existing right-of-way. This route was investigated but it appears undesirable inasmuch as there are two relatively sharp curves that would remain. The proposed route will be a more desirable route because:

1. Only one 20° curve will be required.(It has been the county's experience that this horizontal alignment is sufficient for this type of road.)

2. The abutments will require elevation to allow for flood clearance.

The proposed route will require additional right-of-way but the improved alignment appears to justify the change.

The maximum gradient will be 15% on the east approach to the bridge with the remaining gradient being 3.3%. The east approach was designed with two short vertical curves, thus the 15% gradient isn't really that great. The east approach was designed with the following items in mind:

1. To gain additional height at the abutment to allow for larger bridge beams.

2. The proposed State Highway is located east of the existing roadway. After the new State Highway has been constructed the east approach could then be raised to provide a more desirable approach.

The cost of the project will depend upon the actual cost of the bridge. The county is interested in the bridge being designed with minimal cost in mind. At this time it is estimated the project will cost $361,272.00.

I would like to make the following comments on the bid items:

1. MOBILIZATION (no comment)

2, 3, & 4. TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC; TEMPORARY SIGNS: FLAGGING . These items should be small in that the county will construct and maintain a detour during construction.

5. CLEARING AND GRUBBING. Little clearing and grubbing will be required on this project and the material to be removed is relatively small in size and quantity. I see no reason why the material cannot be burned at the project site.

6. REMOVAL OF STRUCTURE AND STRUCTURES AND OBSTRUCTIONS (no comment)

7. EMBANKMENT IN PLACE. The approaches and roadway will require approximately 2,500 C.Y. of borrow material. There is suitable borrow material in the area and the county will obtain a borrow site in the near future.

8. STRUCTURE REMOVAL: This bid item is largely dependent on how the contractor proposes to remove the existing structure. It is possible that some salvage material will reduce the cost of this item.

9 & 10. AGGREGATE. It is the county's feeling that the aggregate for this project should be a commercial rock within the "Broad Bands". Hopefully the rock can be obtained from a gravel bar near the project.

11. CONSTRUCT NEW BRIDGE. (as explained above)

12. GUARD RAIL. The guard rail on the east approach will require placement in such a way to provide traffic protection but not to interfere with the State Highway. If the guard rail on the west end of the bridge is constructed with a large flair problems may arise such as additional right-of-way and driveway relocation. It is my opinion that with the relatively low road speed Type 2-A guard rail and Type B end pieces can be used on this project.

13. FENCE. Type 2 fence will be required to the right of Centerline Station 2+40 to 4+30 and left of Centerline Station 6+50 to 8+25. It is possible that the county may establish this in the right-of-way negotiations.

14. ROADSIDE SEEDING AND MULCHING. This work will be performed by the county.

8757 1-16-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-0600(1)

STATE PROJECT NO. See below

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80108

TO:

Mr. F. B. Klaboe
Chief of Operations, DOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER<br>STATE ROUTE NUMBER |
|---|---|---|
| 1-10-78 | 1-10-78 | Non Federal-aid<br>County Road |

GENERAL LOCATION:
"Gaylord Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering and construct one bridge

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC NTE $6,000 Federal Funds $5,140
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Manpower reporting requirements of the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

As requested in Mr. Swan's 12-30-77 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $300,000 federal funds $209,860 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1-10-78 | G. K. Hossme | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8757

October 5, 1977

Board of County Commissioners
Coos County
Courthouse
Coquille, OR 97423

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6247

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the South Fork Coquille River (Gaylord) Bridge Section of Gaylord Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

8757

8

**STATE OF OREGON** **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: August 18, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Project No. SOS-0600(1)
Gaylord Bridge
Coos County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: ljt

Attachment

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-1877

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown
Region 3 Geologist: Elliott Parker
B. L. Gifford

81-125-1387

8757

2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 2, 1977

In reply refer to: HB.3-OR

SUBJECT: SOS-0600(1)
Gaylord Bridge
~~Gaylord~~ Coos County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 21, 1977 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Reg Env, Eb Englemann

RECEIVED
STATE HWY ENGR
AUG 16 '77
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

orig to

8757

9

July 8, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Roads Projects

The Office of Management and Budget has released $3,575,000 in federal funds to Oregon for the Safer Off-System Roads Program.

On the Consent Calendar for the July 19 meeting will be twenty eight requests for approval of SOS-R projects. These projects are divided into three groups and are listed as follows:

Portland Urbanized Area

Clackamas County has requested three projects to upgrade the existing road surface and provide adequate drainage on the; (1) River Road-Pacific Highway East Section of Vineyard Road ($82,000), (2) River Road-Pacific Highway East Section of Naef Road ($74,000), (3) River Road-Rose Lane Section of Boardman Avenue ($85,000).

Small Cities

Brownsville's request is for a $100,000 project to provide a 42-foot curbed section on a quarter-mile segment of Washburn Street.

Columbia City is requesting a project to widen and improve two segments of 6th Street, totaling 0.46 miles, estimated to cost $70,000.

A $100,000 project to provide all-weather streets in the downtown area is being requested by the City of Dufur.

Halfway's request is for a $100,000 project to improve segments of eleven streets totaling 1.44 miles.

The City of Harrisburg is requesting a $83,000 project to widen and improve sections of 6th, 8th, Quincy and Smith Streets.

A $100,000 project to widen and improve Serpentine Road, Eugene Street and 4th Street to a two-lane curbed facility is being requested by the City of Hood River.

The City of Molalla is requesting a $76,000 project to widen Cole Street to a 40-foot curbed section.

A $83,000 project to reconstruct a 0.38 mile segment of Commercial Avenue is being requested by the City of Nyssa.

Oakland's request is for a $75,000 project to widen and improve approximately 950 feet of 6th Street.

Prairie City is requesting a $100,000 project to widen portions of 12th, Hall, 6th, Williams and 3rd Streets.

Scappoose's request is for a $75,000 project to widen and improve a section of S.E. 6th Street to the Scappoose High School.

A $100,000 project to widen Gardner Road to a 40-foot curbed section is being requested by the City of Stayton.

The City of Sutherlin's request is for a $42,000 project to widen and improve approximatley 560 feet of N.E. Umatilla Street.

## Counties and Road Districts

Columbia County is requesting a $225,000 project to replace the existing bridge across Clatskanie Slough on Erickson Road.

A $300,000 project to construct a structure across the South Fork of the Coquille River on Gaylord Road is the request from Coos County.

The request from Curry County is for a $258,000 project to widen a 0.87 mile segment of Lower Harbor Road.

Deschutes County's request is for a $450,000 project to provide a two-lane facility on Knott Road and to construct a structure across the Central Oregon Irrigation District Canal.

The Deschutes County Road District is requesting a $75,000 project to place a cinder base on Stellar Road and Solar Drive within the Deschutes River Recreation Homesites.

The request from Harney County is for a $150,000 project to construct a structure across the Silvies River on County Rd. No. 616 north of Burns.

Jackson County's request is for a $140,000 project to construct a concrete structure over Big Butte Creek on Crowfoot Road.

A $250,000 project to widen and improve a 1.35 mile section of Fall Creek Road is being requested by Lincoln County.

The request from Malheur County is for a $151,000 project to construct a structure across Jordan Creek on Jaca Road near Jordan Valley.

Umatilla County is requesting a $100,000 project to construct a structure over Birch Creek on Canyon Road approximately 5 miles south of Pendleton.

A $250,000 project to construct a structure across Five Points Creek on Hilgard Road is the request from Union County.

Federal Safer Off-System Roads funds for these projects are estimated at $2,822,720, with the local entities of government providing approximately $911,280 in match funds.

These projects have been investigated, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

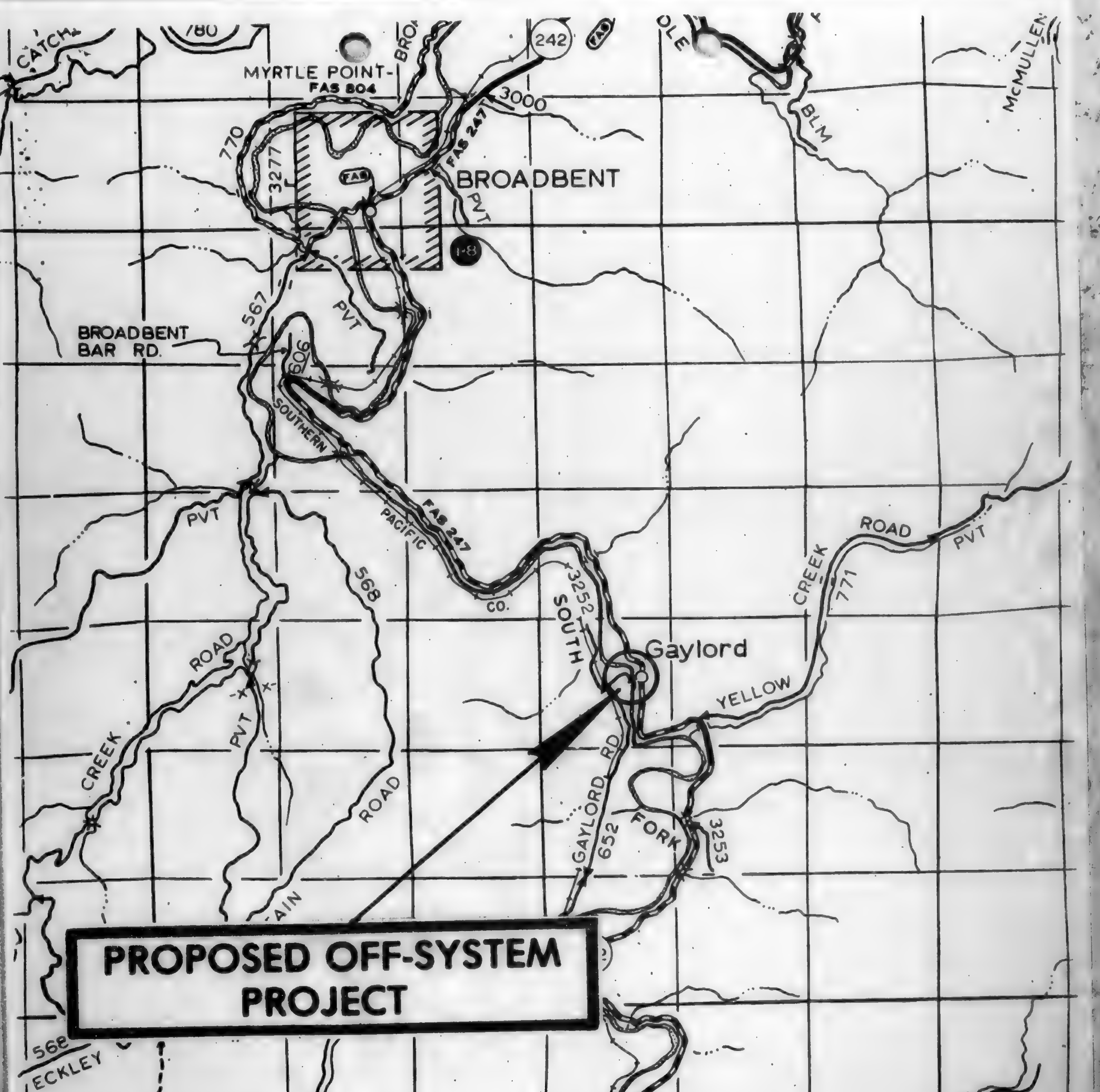
Attachments
bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
D. H. Moehring
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
L. W. Rulien
D. N. Harwell
George Bell
Max Klotz

COOS COUNTY
Proposed SOS-R Project

South Fork Coquille River (Gaylord) Bridge
Gaylord Road
Grade, Pave and Structure
$300,000

Replace a narrow, inadequate cable suspension bridge spanning the South Fork of the Coquille River near the community of Gaylord. Construct a structure of modern design on the existing alignment of Gaylord Road and perform necessary approach work.

State will perform the bulk of preliminary and construction engineering.


CATCH
780
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242
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OLE
McMULLEN
MYRTLE POINT-
FAS 804
3000
FAS 247
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3277
FAS
BROADBENT
PVT
BLM
1-8
567
PVT
BROADBENT
BAR RD.
606
SOUTHERN
PACIFIC
FAS 247
CO.
PVT
568
3252
SOUTH
Gaylord
ROAD
PVT
CREEK
771
YELLOW
ROAD
PVT
CREEK
GAYLORD RD
652
FORK
3253
ROAD
AIN
568
ECKLEY
4103
COQUILLE
S. P. Co.
FAS 247
604
POWERS
NORTH RD.
FAS
PVT

PROPOSED OFF-SYSTEM PROJECT

8757

8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

APR 13 '77

IN REPLY REFER TO:
HHS-11

copy [illegible] Off!

Honorable James H. Weaver
House of Representatives
Washington, D.C. 20515

Dear Mr. Weaver:

This is in response to your communication of April 4 which enclosed a copy of a letter from the Coos County Board of Commissioners, Coquille, Oregon, regarding the Safer Off-System Roads Program.

Funds for the Safer Off-System Roads Program (23 U.S.C. 219) are contained in the Economic Stimulus Appropriations Act of 1977, HR 4876 which is now awaiting final action in Congress. When this legislation is enacted, an appropriation will be made to the States by the Federal Highway Administration which will permit the States to proceed with projects under this program.

If you need further information on this matter, please feel free to contact us.

Sincerely yours,

/s/H. L. ANDERSON

H. L. Anderson
Associate Administrator for Safety

Enclosure:
Transmitted Correspondence

4-22-77
cy [illegible]

RECEIVED
STATE HWY ENGR
APR 22 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
MAR 8 1977
WASHINGTON

**County of Coos**
BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423

Woodrow Robison
Irene Johnson
Claude E. "Eddie" Waldrop

February 28, 1977

James Weaver
U.S. Representative
House Office Building
Washington, D. C. 20515

Dear Congressman Weaver:

Coos County presently has an application in for a Safer Off-System Roads Program project for the reconstruction of Gaylord Bridge over the South Fork of the Coquille River, as authorized by the Federal Highway Act of 1976. The project is Number 4 on the Department of Transportation's waiting list for funding.

The Coos County Board of Commissioners requests your support in ensuring that Congress appropriates the necessary funds for this purpose in an expeditious manner.

Thank you.

Sincerely,

COOS COUNTY BOARD OF COMMISSIONERS

Irene Johnson
Irene Johnson, Chairman

Claude E. Waldrop, Commissioner

Woodrow Robison
Woodrow Robison, Commissioner

BOC/jw

58748

8757

8

November 3, 1976

Ms. Sandy Diedrich
Planning Director
Coos-Curry Council of Governments
Post Office Box 647
North Bend, OR 97459

Dear Ms. Diedrich:

You are correct. The Highway Division did act upon the North Spit Road proposal without a project request. Almost immediately after sending out the Fiscal Year Annual Program for review, we corrected our entry and listed the Gaylord Bridge project of which we had an official request from the County.

I'm sorry about the confusion caused by our mistake. Hopefully we are meeting the desires of the County and the Coos-Curry Council of Governments by continuing with the Gaylord Bridge project.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Coos County Commissioners

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Alfred Shirley, Jr.

COOS-CURRY COUNCIL OF GOVERNMENTS
P. O. BOX 647
NORTH BEND, OREGON 97459

SANDRA DIEDRICH
PLANNING DIRECTOR
PHONE 756-2563

JACK R. WALDIE, Chairman
WOODROW ROBISON, Vice-Chairman
C. W. HECKARD, Treasurer

October 26, 1976

RECEIVED
DOT OPERATIONS
OCT 28 '76
REFER TO
Rulien
FOR

cy
Coulter
10-28

Mr. F. B. Klaboe, Chief
of Operations
Oregon Department of
Transportation
135 State Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

Please be advised that we received information from G.L. Green regarding the FY 77 Annual Program. We noted that on the list of projects the North Spit Road Project is still included on the list. We had been advised earlier that this project had been included in error. Please advise us of the status of the North Spit Road Project in terms of whether or not it is intended to be included by the Highway Division. Also, please advise us as to the status of the Gaylord Project since we were advised that the Gaylord Project was omitted, again, by error.

We would appreciate an early resolution to the concerns still remaining in regard to the North Spit Road Project.

Sincerely,

Sandy Diedrich
Planning Director

cc: Coos County Commissioners
sd/bw

MEMBER AGENCIES

COOS COUNTY
CURRY COUNTY
BANDON
BROOKINGS
COOS BAY
COQUILLE
EASTSIDE
GOLD BEACH
LAKESIDE
MYRTLE POINT
NORTH BEND
PORT ORFORD
POWERS
PORT OF BANDON
PORT OF COOS BAY
PORT OF BROOKINGS
PORT OF GOLD BEACH
COOS BAY/NORTH BEND WATER BOARD
LAKESIDE WATER DISTRICT
LOWER BAY WATER DISTRICT
COOS BAY SCHOOL DISTRICT
COQUILLE SCHOOL DISTRICT
BANDON SCHOOL DISTRICT
BROOKINGS-HARBOR SCHOOL DISTRICT
GOLD BEACH HIGH SCHOOL DISTRICT
GOLD BEACH SCHOOL DISTRICT 3C
MYRTLE POINT SCHOOL DISTRICT
SOUTHWESTERN OREGON COMMUNITY COLLEGE
NORTH BEND SCHOOL DISTRICT

8758 S 5th St.-S. Canyon Dr. 1978
Sec. of Black Butte Blvd. in
Redmond (Paving)

C+R 5843 10-25-76

8758

Date Dec. 20, 1978

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1977

Contract # 8758 Prefix 309-1706 Survey Prefix 309-1469

Street Black Butte Blvd.

City Redmond

| | |
|---|---|
| Payments to Contractor (see attached voucher) ........... | $ 26,628.80 |
| Engineering and Contingencies ............................ | 2,098.24 |
| Survey: Total $ 3,405.41<br>Prorated Share .............................. | |
| TOTAL .............. | 28,721.04 |
| Agreed State Share | 25,000.00 |
| Agreed City Share | 3,721.04 |
| City Advance Deposit | 9,290.00 |
| Due to City | $ 5,568.96 |

Reference: Outside Billing CC 1949

8758

Form 81-734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 12-20-78 | CC1949 | | 309-1706-295 |

**BILL TO:** Code:

City of Redmond
City Hall
Redmond, Oregon 97756
Attn: Ed English, City Administrator

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING per Itemized Statement | | | |
| SCA Project<br>Redmond (Black Butte Blvd.) Sec.<br>Covered by Agreement No. 5843<br>Contract No. 8758 | | | |
| TOTAL COST | | | $28,721.04 |
| Less State's Share | | | 25,000.00 |
| City's Share | | | 3,721.04 |
| City's Advance Deposit | | | 9,290.00 |
| REFUND DUE CITY | | | $ 5,568.96 |

| | |
|---|---|
| Advance Deposit Amount | $ 9,290.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 0 |
| Balance | $ 9,290.00 |
| Transfer to Highway Fund | $ 3,721.04 |
| Refund Due | $ 5,568.96 |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service. | |

Amount Due $

Submitted by:

Approved:

SP*35736-73

OREGON STATE HIGHWAY DIVISION

# CONTRACT PAYMENT VOUCHER - COVER SHEET

| | | | |
|---|---|---|---|
| FISCAL YEAR<br>78-79 | PAYEE<br>Central Oregon Pavers<br>P.O. Box 728<br>Redmond, OR 97756 | VOUCHER DATE<br>10/27/78 | TOTAL AMOUNT<br>$1,003.69 |

| | | | |
|---|---|---|---|
| WARRANT NUMBER<br>17760 | CONTRACT NO.<br>8758 | ESTIMATE NO.<br>3 F | Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.<br>For Payment of accounts incurred by the State Highway Division by authority of ORS366.435. |
| | PERIOD COVERED:<br>to 9/23/78 | | |
| | ~~APPROVED:~~ | | This final claim has been authorized in the above amount.<br>RJ Hacek |
| | ~~DESIGNATED AUTHORITY~~ | | ~~(DEPUTY STATE HIGHWAY ENGINEER)~~<br>(Designated Authority) |

## CONTRACTOR'S CERTIFICATE

I, Patsy C. Dean certify that I am

Secretary Treasurer
(IF FIRM OR CORP., STATE CAPACITY)

that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
2 1978
ACT ACCOUNTING

RECEIVED
NOV 2 1978
HIGHWAY ACCOUNTING

Patsy C Dean
(Signature)

FORM 81-734-1020

## ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY: DESCHUTES

CONTRACT NO.: [illegible]

HIGHWAY: CITY STREET

FEDERAL AID PROJECT N

SECTION: REDMOND (BLACK BUTTE BLVD)

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY |
|---|---|---|---|---|
| 001 | 9N MOBILIZATION | LUMP SUM | 1000.0000 | 1 |
| 002 | 9N TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 1500.0000 | 1 |
| 003 | 9N TEMPORARY SIGNS | SQ FT | 5.0000 | 1 |
| 004 | 9N TEMPORARY BARRICADES | EACH | 110.0000 | |
| 005 | 9N FLAGMEN | HOUR | 17.0000 | |
| 007 | 9N ADJUSTING MANHOLES | EACH | 135.0000 | |
| | PRICE AGREEMENT ITEMS | | | |
| 30101 | 9N CL C ASPHALT CONC     DOC DEL HI 6 | TON | 21.0000 | |

GROSS RETAINAGE

TREASURER DEPOSIT

# NET RETAINAGE

DATE: 10 27 78   PG. 01   758

PREVIOUS VOUCHER NO.: 14386

CHECKED BY: DKG/by DW

ENGINEER OR AUDITOR: W.W. Robertson

TOTAL CONTRACT I

% RETAINED ON CONTRACT I

FORCE ACC

TOTAL PAYM

| | | | |
|---|---|---|---|
| | CONTRACT NO. | ESTIMATE NO. | PREFIX NO'S. |
| | FEDERAL AID PROJECT NO. | | |

TE BLVD)

| UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|
| SUM | 1000.0000 | 100.000 | 1000.00 | 1000.00 | |
| SUM | 1500.0000 | 100.000 | 1500.00 | 1500.00 | |
| FT | 5.0000 | 154.000 | 770.00 | 895.00 | 125.00- |
| H | 110.0000 | 8.000 | 880.00 | 1100.00 | 220.00- |
| R | 17.0000 | 41.000 | 697.00 | 697.00 | |
| H | 135.0000 | 8.000 | 1080.00 | 1080.00 | |
| | 21.0000 | [illegible] | 20701.80 | 20701.80 | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|
| TOTAL CONTRACT ITEMS | 26628.80 | 26973.80 | 345.00- |
| % RETAINED ON CONTRACT ITEMS | | 1,348.69 | 1,348.69 |
| FORCE ACCOUNT | | | |
| TOTAL PAYMENTS | 26,628.80 | 25,625.11 | 1,003.69 |

```
                                      231    1433       918      00
                                      231    1433       923      00
                                      231    1433       926      00
                                                     ** JOB TOTALS **                    **

GRANDE RONDE RIV BR, RD 23     CONT NO           FA PROJ NOS
                                      231    1438       906      00
                                      231    1438       921      00
                                                     ** JOB TOTALS **                    **

HURRICANE CR BR, CO RD 590     CONT NO           FA PROJ NOS
                                      232    1495       906      00              26.54
                                                     ** JOB TOTALS **              26.54  **

MCV[illegible] BRIDGE (LAKE OSWEGO)      CONT NO           FA PROJ NOS
                                      303    1403       905      00
                                      303    1403       906      00
                                      303    1403       914      00
                                      303    1403       920      00
                                      303    1403       921      00
                                                     ** JOB TOTALS **                    **

MAPLE ST MYRTLE POINT          CONT NO           FA PROJ NOS
                                      306    1425       901      00               6.84
                                                     ** JOB TOTALS **               6.84  **

WHARF ST, BROOKINGS            CONT NO         * FA PROJ NOS
                                      308    1422       901      00
                                      308    1422       905      00
                                      308    1422       910      00
                                      308    1422       911      00
                                      308    1422       921      00
                                      308    1422       950      00
                                                     ** JOB TOTALS **                    **

S 5TH-S CANYON DR (REDMOND)    CONT NO         * FA PROJ NOS
                                      309    1469       901      00
                                      309    1469       905      00
                                      309    1469       910      00
                                      309    1469       920      00
                                      309    1469       921      00
                                      3C9    1469       924      00
                                                     ** JOB TOTALS **                    **
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     231     1433       918       00                                                           126. 25
     231     1433       923       00                                      67. 98                67. 98
     231     1433       926       00                                      23. 00             3, 086. 23
                        ** JOB TOTALS **                  **             146. 68   **        7, 377. 09

CONT NO              FA PROJ NOS
     231     1438       906       00                                   4, 943. 07            5, 557. 19
     231     1438       921       00                                     108. 50               108. 50
                        ** JOB TOTALS **                  **           5, 051. 57   **        5, 665. 69

CONT NO              FA PROJ NOS
     232     1495       906       00                26. 54             1, 276. 00            1, 457. 25
                        ** JOB TOTALS **            26. 54   **        1, 276. 00   **        1, 457. 25

CONT NO              FA PROJ NOS                                                                   00
     303     1403       905       00                                         60                353. 30
     303     1403       906       00                                                        2, 959. 47
     303     1403       914       00                                                             1. 99
     303     1403       920       00                                                            94. 15
     303     1403       921       00                                                        1, 345. 46
                        ** JOB TOTALS **                  **                 60   **         4, 754. 37

CONT NO              FA PROJ NOS                                                                   00
     306     1425       901       00                 6. 84               337. 88               413. 65
                        ** JOB TOTALS **             6. 84   **          337. 88   **           413. 65

CONT NO            * FA PROJ NOS                                                                   00
     308     1422       901       00                                      26. 34             3, 583. 55
     308     1422       905       00                                      10. 96             1, 679. 52
     308     1422       910       00                                                           156. 16
     308     1422       911       00                                                           136. 44
     308     1422       921       00                                     247. 70               540. 35
     308     1422       950       00                                                           127. 60
                        ** JOB TOTALS **                  **             285. 00   **        6, 223. 62

CONT NO            * FA PROJ NOS                                                                   00
     309     1469       901       00                                                        1, 538  53
     309     1469       905       00                                                        1, 114. 72
     309     1469       910       00                                                           459. 27
     309     1469       920       00                                                            42. 00
     309     1469       921       00                                      19. 25               175. 17
     309     1469       924       00                                                            75. 72
                        ** JOB TOTALS **                  **              19. 25   **     [illegible]05. 41
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                                                                                               NOVEMBER 1
TAL TO DATE JOB COST SUMMARY
                                                                                                   FISC
SCRIPTION OF JOB OR DEPARTMENT          PREFIX        FUNCTION   GR  CURRENT MONTH          YEAR TO
                                      306   1725       900      00
                                                   ** JOB TOTALS **                      **

 BROOKINGS(WHARF ST)SECT          CONT NO          FA PROJ NOS
                                      308   1708       900      00              21.92
                                                   ** JOB TOTALS **             21.92   **

 2ND ST-SOUT R/R BLVD             CONT NO          FA PROJ NOS
                                      309   1704       287      00
                                      309   1704       900      00
                                                   ** JOB TOTALS **                      **

 SISTERS, PROJECT ALLOTTMENT      CONT NO          FA PROJ NOS
                                      309   1705       900      00
                                                   ** JOB TOTALS **                      **

 5TH-CANYON DR-REDMOND            CONT NO 8758     FA PROJ NOS
                                      309   1706       201      00             345.00CR          26,
                                      309   1706       204      00           1,348.69
                                      309   1706       900      00             669.98CR           2,
                                                   ** JOB TOTALS **            333.71   **       28,

                                  CONT NO        * FA PROJ NOS
                                      312   1713       287      00
                                      312   1713       900      00
                                      312   1713       924      00
                                                   ** JOB TOTALS **                      **

 BURNS-PARK ST                    CONT NO          FA PROJ NOS
                                      313   1706       900      00
                                                   ** JOB TOTALS **                      **

 CASCADE LOCKS HY TO FOREST LN CONT NO             FA PROJ NOS                                    12,
                                      314   1705       240      00
                                      314   1705       900      00
                                                   ** JOB TOTALS **                      **       12,

 ROGUE RIVER (BROADWAY ST)        CONT NO 8406 * FA PROJ NOS
                                      315   1726       201      00
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```
                                                       NOVEMBER 1978           PAGE  426
                                                              FISCAL            GRAND TOTAL
  PREFIX        FUNCTION   GR  CURRENT MONTH             YEAR TO DATE             TO DATE
                                                                                       3.04
306   1725        900      00
                ** JOB TOTALS **                  **                     **      12,503.04

T NO           FA PROJ NOS
308   1708        900      00           21.92                   76.84                 76.84
                ** JOB TOTALS **        21.92     **            76.84    **           76.84

                                                                                     00
T NO           FA PROJ NOS                                                       22,440.41
309   1704        287      00                                                        10.80
309   1704        900      00
                ** JOB TOTALS **                  **                     **      22,429.61

T NO           FA PROJ NOS
309   1705        900      00                                                    11,500.00
                ** JOB TOTALS **                  **                     **      11,500.00

 NO 8758       FA PROJ NOS
309   1706        201      00          345.00CR             26,628.80            26,628.80
309   1706        204      00        1,348.69
309   1706        900      00          669.98CR              2,081.96             2,092.24
                ** JOB TOTALS **       333.71     **        28,710.76    **      28,721.04

                                                                                     00
T NO         * FA PROJ NOS                                                       12,500.00
312   1713        287      00                                                    12,500.00
312   1713        900      00                                                       100.96
312   1713        924      00
                ** JOB TOTALS **                  **                     **      25,100.96

                                                                                     00
T NO           FA PROJ NOS                                                          325.91
313   1706        900      00                                                       325.91
                ** JOB TOTALS **                  **                     **

                                                                                     00
NT NO          FA PROJ NOS
314   1705        240      00                           12,500.00            25,000.00
314   1705        900      00                                  .30                  .30
                ** JOB TOTALS **                  **        12,500.30    **      25,000.30

                                                                                     00
NT NO 8406   * FA PROJ NOS
315   1726        201      00                                                 [illegible]
```

8758

October 31, 1978

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

Contract No. 8758 awarded to Central Oregon Pavers, Inc. for paving on the S. 5th Street-S. Canyon Drive (Redmond) Section on Black Butte Boulevard in Deschutes County was completed on September 23, 1978, and accepted by the State Highway Engineer on October 26, 1978.

Final payment in the amount of $1,003.69 will be released to the contractor after November 6, 1978. The total contract amount is $26,628.80 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Central Oregon Pavers, Inc.
P. O. Box 728
Redmond, OR 97756

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Dale Allen

Redmond

Salem, Oregon
October 24, 1978

W. E. Cole
Design Engineer Supervisor

W. W. Robertson
Resident Engineer

Redmond (Black Butte Blvd.)
City Street
Deschutes County
(Construction Narrative -
Contract #8758)

This letter acknowledges receipt of your narrative report on the subject project.

Remarks:

Temporary Signs - the "Road Construction Ahead" signs on 5th and 6th Streets were intended for use when the contractor's equipment would actually be occupying space on one of the streets.

Temporary Barricades - to date we have received the same type and price bids whether we called for Type II or Type III barricades, therefore we have generally called for the larger ones.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

RECEIVED
OCT 24 1978
ENGINEERING SECTION

___ Versteeg
___ Christensen
___ George
___ Olson
___ Terpin
___ Sullivan
___ Scott
___ Andersen
___ Trout

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

#8758

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Redmond (Black Butte Blvd.)

WEEK ENDING: October 7, 1978

SECTION PREFIX: 309-1706

HIGHWAY: City Street

COUNTY: Deschutes

NAME OF JOB: Redmond (Black Butte Blvd.)

KIND OF WORK: Paving

CONTRACTOR: Central Oregon Pavers

CONTRACT NUMBER: 8758

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 10, 1978

DATE WORK STARTED: August 28, 1978

ESTIMATED COMPLETION DATE: Project completed 9-23-78

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 55

CALENDAR DAYS USED: 38

SPECIFIED COMPLETION DATE:

PROJECT AUTHORIZATION: $34,287.03

PERCENT OF TIME ELAPSED: 69

EXCLUSIVE OF ENGINEERING: $31,292.53

ENGINEERING AUTHORIZATION: $2,994.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $26,973.80

ENGINEERING COST TO DATE: $1,890.58

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

ESTIMATED PERCENT: UNDERRUN 14 %

PERCENT OF AUTHORIZATION: 63 %

DATE PROJECT WAS COMPLETED: September 23, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | 1,035 T |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | 985 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | 985 T |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None - project completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | Project completed September 23, 1978 |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
OCT 9 1978
CONSTRUCTION BRANCH

Kenney
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inlose
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY<br>10/1/78 | No activity entire week - project completed. |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

This week: Prepared semi-final data and submitted to Region.

This is the Final weekly report on this project.

Const.

SIGNED H.H. Robertson LOCATION Bend OR 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8758

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

**July 26, 1978**

**Central Oregon Pavers, Inc.**
**P. O. Box 728**
**Redmond, OR 97756**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8758 for paving on the S. 5th Street-S. Canyon Drive (Redmond) Section of Black Butte Boulevard in Deschutes County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

**cc** **Employers Mutual Liability Insurance**
**Company of Wisconsin**
**2000 Westwood Drive**
**Wausau, WI 54401**

**bc** **G. T. Kassey**
**Walt Hart**
**Robert Church**
**Jim Kinne**
**Dale Allen**
**Wilmer Robertson**

8758

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Wilmer Robertson
SAIF
Fran

July 10, 1978

Central Oregon Pavers, Inc.
P. O. Box 728
Redmond, OR 97756

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for paving on the S. 5th Street-S. Canyon Drive Section of Black Butte Boulevard in Redmond, Deschutes County, for the sum of $29,295 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the City of Redmond and when the sum of $9,290 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8758.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 21, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8758

June 22, 1978

City of Redmond
City Hall
Redmond, OR 97756

Attn: Ed English
City Administrator

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Central Oregon Pavers, Inc., P.O. Box 728, Redmond, Oregon 97756, for paving on the Black Butte Blvd. Section.

The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $29,295.00 |
| Permanent Pavement Striping | 650.00 |
| 4½ Contingencies | 1,347.53 |
| 10% Engineering | 2,994.50 |
| ESTIMATED TOTAL COST | $34,287.03 |
| Less | 25,000.00 |
| City's Advance Deposit<br>rounded to $9,290.00 | $ 9,287.03 |

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $9,290.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFH:cw

bc w/AD#451: Vern Skoog - Please return completed AD#451 when check is returned
Region 4 Federal Aid Engineer

8758

May 25, 1978

City of Redmond
City Hall
Redmond, OR 97756

Attn: Ed English
City Administrator

RE: 1977 Special City Allotment
Black Butte Blvd. Section

By telephone, on May 24, 1978, you questioned if the subject project could be changed from State to a City Administered project. At this stage it would be difficult, but not impossible to do so.

First off, the City would be required to request the change by letter, for approval of the change by the Transportation Commission and a new agreement would have to be signed. I would say this would delay the project at the very least two months. Also, the City would have to stand the State's costs incurred to time of change, at this date approximately $2,500.00.

Suggest you let it ride as is. Talk it up with contractors in the area to see if a better bid can't be received.

Very tryly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FH:cw

8758

Redmond

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24 78
Donald L Trout

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION Redmond (Black Butte Blvd)
Highway City
County Deschutes
Region 4
Type of Work P
Funds City
State __ Consultant __ Plans Avail. __ Yes ✓ No

**DOCUMENTS:**

N/A City Funds

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| EIS | | | | | |
| Negative Declaration | | | | | |
| Project Assessment | | | | | |
| Write-off Letter | | | | | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | |
| D.O.G.M.I. | ☒ | | | | |
| Corps of Engineers | ☒ | | | | |
| Coast Guard | ☒ | | | | |
| Co. Conditional Use | ☒ | | | | |
| NPS Air Pollution | ☒ | | | | |
| NPS Water Pollution | ☒ | | | | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ |
| Cultural Salvage | ☒ | | | | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| Noise Study | ☒ | | | | |

8758

OREGON STATE HIGHWAY DIVISION
SPECIFICATIONS UNIT

## STRIPING COST ESTIMATE

SECTION Redmond (Black Butte Blvd) DATE 5-22-78

HIGHWAY City St. LENGTH 0.41 mi. NAME Bricher

### PERMANENT STRIPING

| | | | |
|---|---|---|---|
| Travel, Standby, etc. (4 hrs. min.) | 4 | hrs. x $100 | $ 400 |
| 4-inch Solid Lines (Edge, No Passing, etc.) | | miles x $100 | |
| 4-inch Skip Lines (Centerline, Lane Line, etc.) | 0.41 | miles x $60 | 25 |
| Stop Bars | | each x $ 50 | |
| Cross Walks | 3 | each x $ 75 | 225 |
| Small Legends (Arrows, ONLY, etc.) | | each x $ 50 | |
| Large Legends (School Crossing, RXR, etc.) | | each x $100 | |
| Extra for Interchange Ramps | | ramps x $150 | |
| Other | | | |
| | | Total Permanent Striping | $ |

### TEMPORARY STRIPING

| | | | |
|---|---|---|---|
| Travel, Standby, etc. (4 hrs. min.) | | hrs. x $100 | $ |
| 4-inch Solid Lines (Edge, No passing, etc.) | | miles x $100 | |
| 4-inch Skip Lines (Centerline, lane line, etc.) | | miles x $ 60 | |
| Stop Bars | | each x $ 50 | |
| Cross Walks | | each x $ 75 | |
| Small Legends (Arrows, ONLY, etc.) | | each x $ 50 | |
| Large Legends (School crossing, RXR, etc.) | | each x $100 | |
| Extra for interchange ramps | | ramps x $150 | |
| Other | | | |
| | | Total Temporary Striping | $ |

### REMOVE PAVEMENT STRIPING (Existing & Temporary)

| | | | |
|---|---|---|---|
| Lines | | miles x $1,000 | $ |
| Small Legends | | each x $50 | |
| Large Legends | | each x $100 | |
| | | Total Removal | $ |

January, 1978

8758

Section Redmond (Black Butte Blvd.) Programming Estimate $

Highway city street 5-22-78 Project Length 0.41 miles

County Deschutes Completion Time 55 cal. workdays

Kind of Work Paving

Prefix 309 - 1469 FA Project No. State

## ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 39,437.00

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| ✓ Permanent Pavement Striping | 650 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | |
| Install Water Meter | | $ 650.00 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |

| | |
|---|---|
| | $ 40,087.00 |
| Contingencies (4-1/2%) | 1,803.91 |
| Engineering ( 10%) | 4,008.70 |
| SUBTOTAL | $ |
| Credit for | |
| Estimated Net Authorization, Construction | $ 45,899.61 |

APPROVED

Road Design Engineer

Rec'd. 5-22-78
p.m.

OREGON STATE HIGHWAY DIVISION
S MARY--BID SCHEDULE--COST ESTIM

Sheet 1 of 1
Date May 10, '78

Section Redmond (Black Butte Blvd.)
County Deschutes

Kind Of Work Paving
Length 0.41 mi.
Name Ericher

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization (8%) | | All | All | | 2,900- |
| | Temporary Protection and Direction of Traffic | | All | All | | 2,500- |
| | Temporary Signs | | Sq. Ft. | 182 | 6- | 1,092- |
| | Temporary Barricades | | Each | 10 | 100- | 1,000- |
| | Flagmen | | Hour | 100 | 20- | 2,000- |
| | ROADWORK | | | | | |
| | Class "B" Asphalt Concrete | | Ton | 1,035 | 27- | 27,945- |
| | Adjusting Manholes | | Each | 10 | 200- | 2,000- |

8758

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: 309-1469

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

May 18, 1978

FROM: L. R. Asburry
Region Federal Aid Engineer

SUBJECT: Redmond (Black Butte Blvd.) Sec.
City Street
City of Redmond

TO: Duane O. Christensen
Final Design Engineer

Attached is a copy of a letter received from the City of Redmond stating the City will be responsible for any failures of the overlay due to settlement in sewer trench areas.

LRA:pw
Enclosure

cc: Gerald Wimer
W. W. Robertson

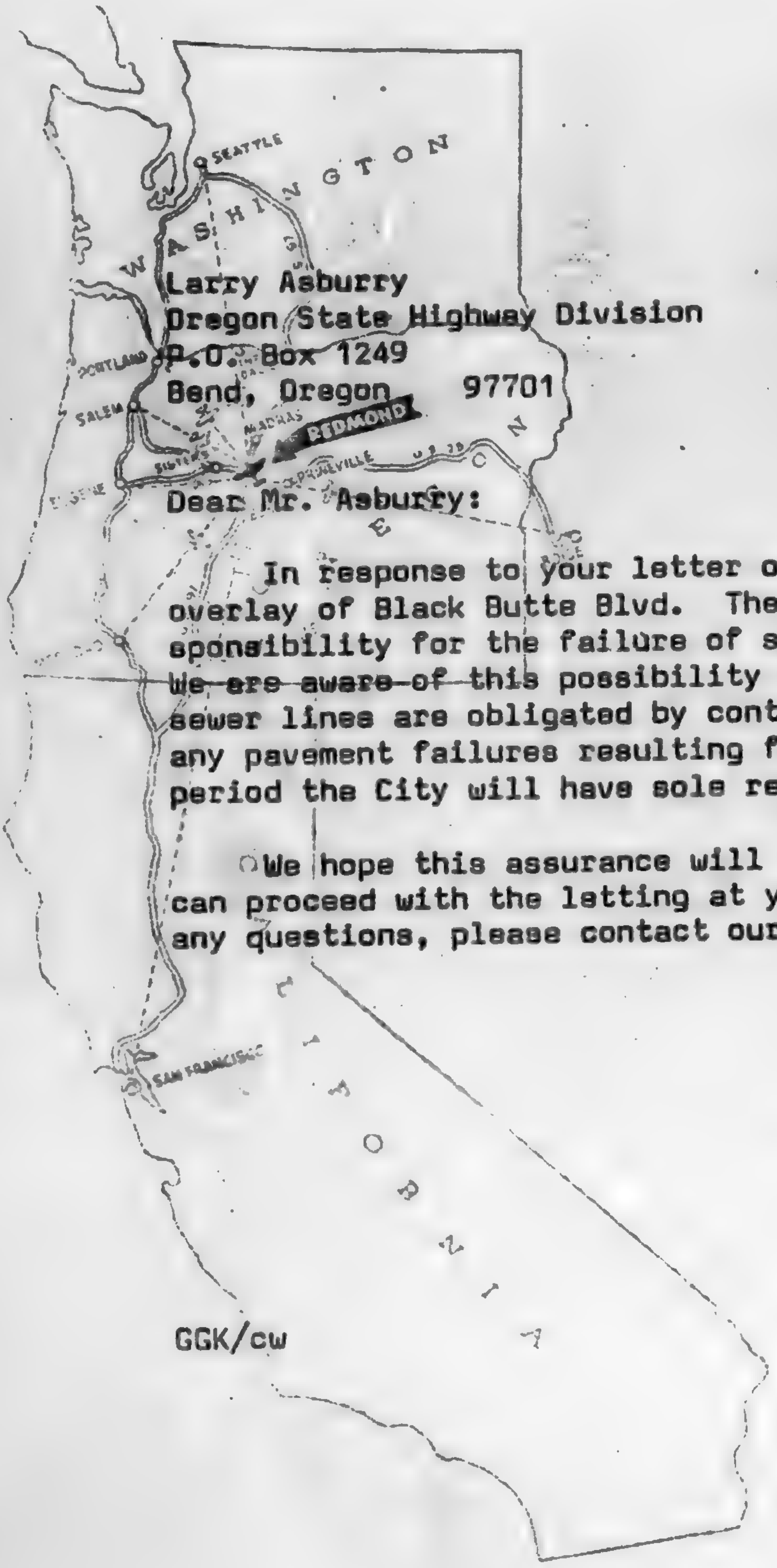
PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LCE ☒ FAE ☐ OPE ☐
MAY 19 1978
File: PM FA
LG OP
TAA ______

**CITY OF REDMOND**

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

May 17, 1978


WASHINGTON
SEATTLE
PORTLAND
SALEM
EUGENE
SISTERS
MADRAS
REDMOND
PRINEVILLE
OREGON
SAN FRANCISCO
CALIFORNIA

Larry Asburry
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Asburry:

In response to your letter of April 26, 1978 concerning the asphalt overlay of Black Butte Blvd. The City of Redmond will accept all responsibility for the failure of said overlay that results from settlement. We are aware of this possibility and the contractors who installed the sewer lines are obligated by contract for a period of one year to restore any pavement failures resulting from settlement. After that one year period the City will have sole responsibility.

We hope this assurance will sufice for your records and that you can proceed with the letting at your earliest convenience. If you have any questions, please contact our office.

Sincerely,

CITY OF REDMOND

Gerald Knippel

Gerald G. Knippel
Superintendent of Public Works

GGK/cw

ROE RE RCE FAE
RTE RECEIVED GEO
RUE MAY 18 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

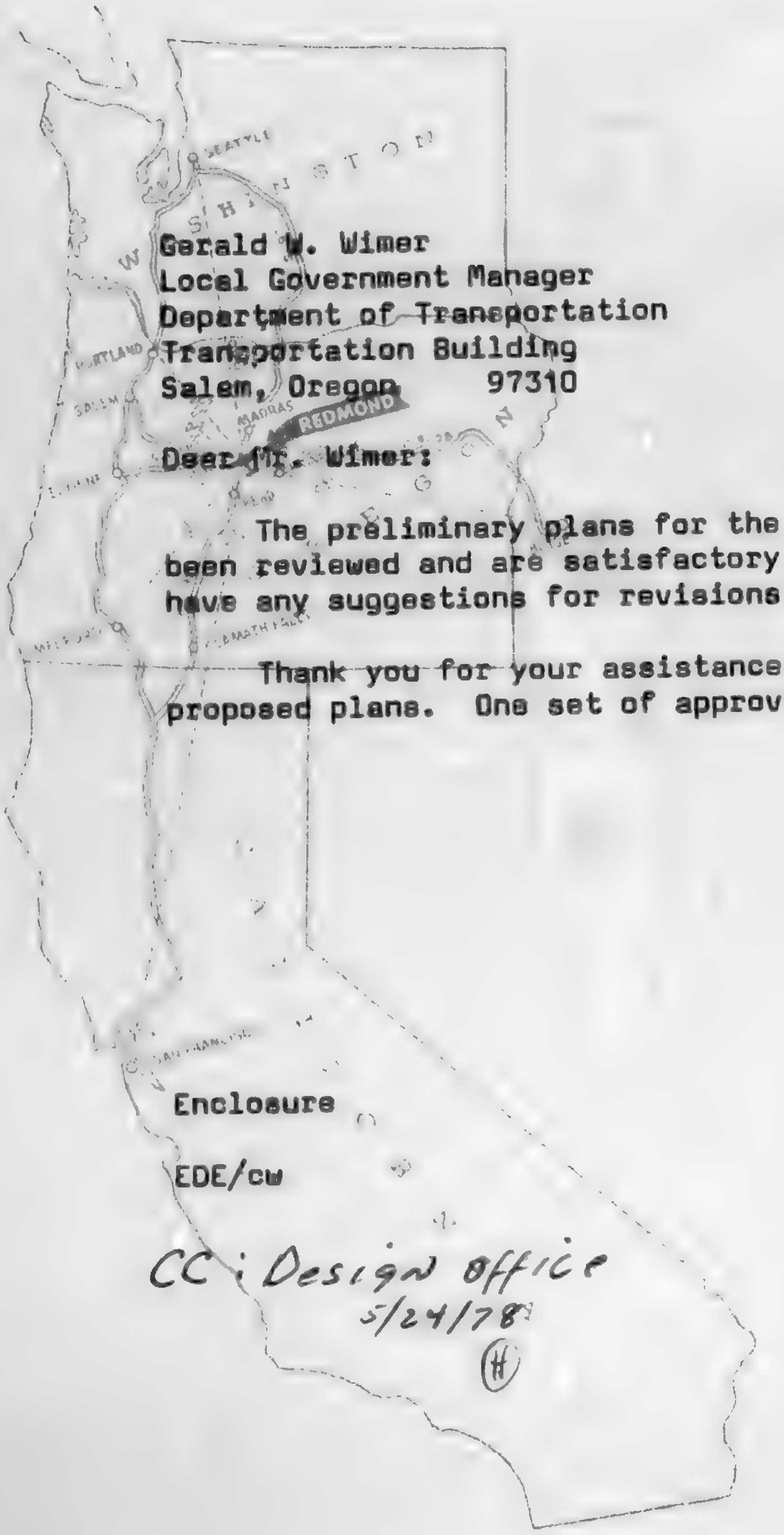
8758

**CITY OF REDMOND**

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

May 18, 1978


SEATTLE
WASHINGTON
PORTLAND
SALEM
MADRAS
REDMOND
OREGON
KLAMATH FALLS
SAN FRANCISCO

Gerald W. Wimer
Local Government Manager
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Wimer:

The preliminary plans for the Black Butte Boulevard project have been reviewed and are satisfactory to the City of Redmond. We do not have any suggestions for revisions.

Thank you for your assistance and the opportunity to review the proposed plans. One set of approved plans is enclosed.

Sincerely yours,

CITY OF REDMOND

Edward D English
Edward D. English
City Administrator

Enclosure

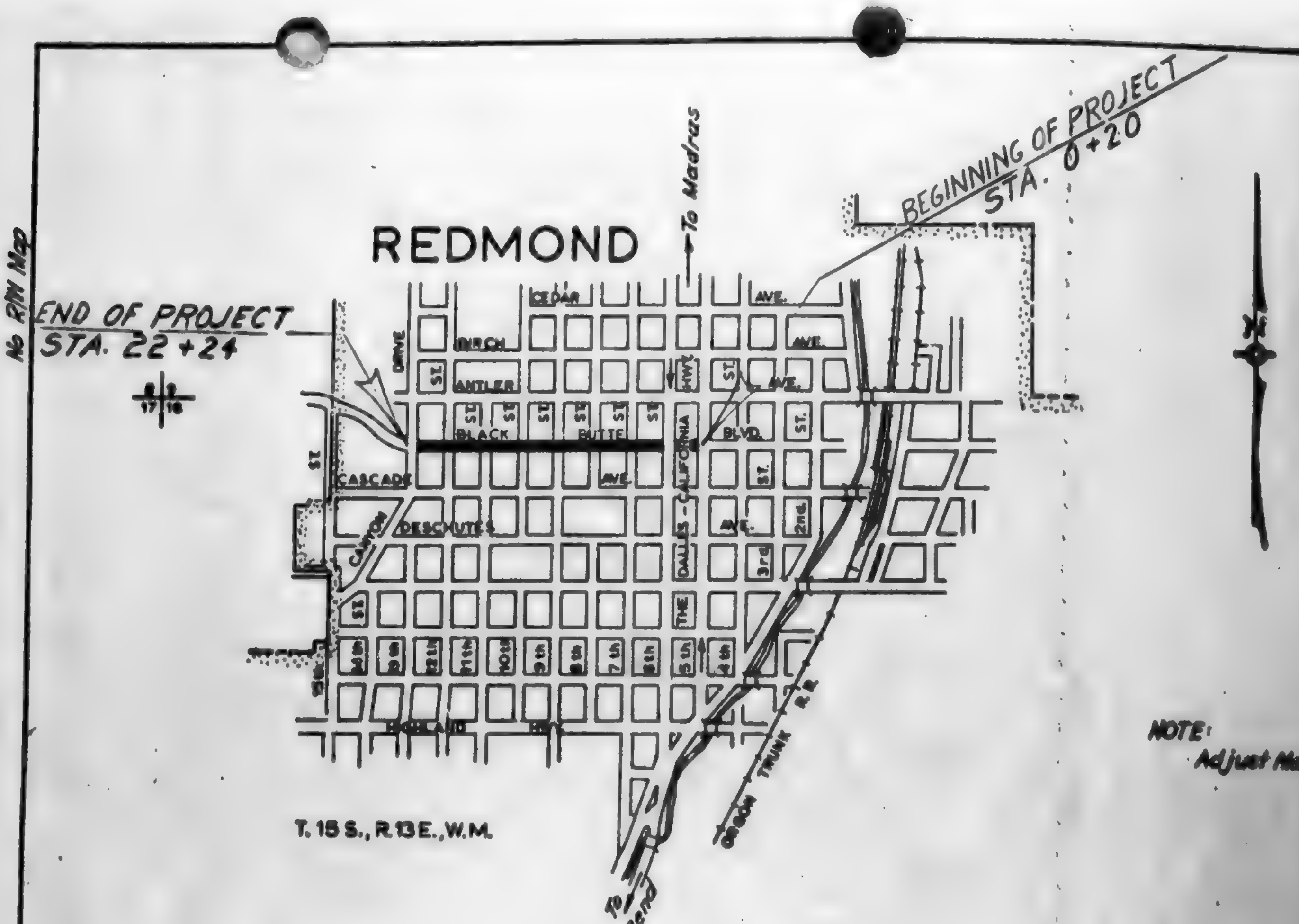
EDE/cw

CC: Design Office
5/24/78
(H)

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAY 19 1978

File: PM FA
LG OP
TAA Zehner
Hillebrandt

No R/W Map


REDMOND
To Madras
END OF PROJECT
STA. 22+24
BEGINNING OF PROJECT
STA. 0+20
CEDAR AVE.
BIRCH AVE.
ANTLER AVE.
BLACK BUTTE BLVD.
CASCADE AVE.
DESCHUTES AVE.
CANYON DRIVE
THE DALLES - CALIFORNIA HWY.
HIGHLAND HWY.
2nd
3rd
4th
5th
6th
7th
8th
9th
10th
11th
12th
13th
ST.
OREGON TRUNK R.R.
To Bend
T. 15 S., R.13 E., W.M.
N

Sketch Map

Scale: 0 400 800 Feet

NOTE:
Adjust Manholes - 10 (Total)

S U M M A R Y

| ITEM | UNIT | QUANTITY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

APPROVED
CITY OF Redmond
BY ~~MAYOR~~
City
BY RECORDER
DATE 5/17/78

Eriksen, Cox, Olsen

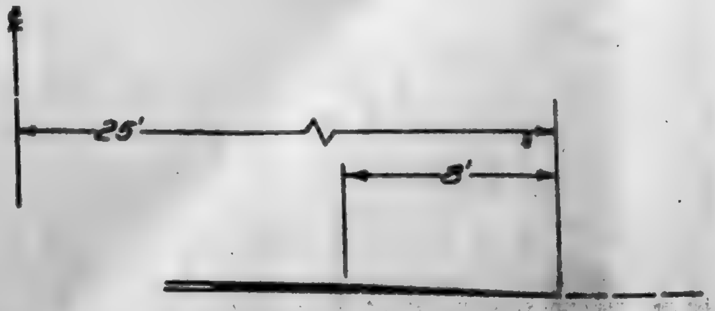
PRELIMINARY COPY
MAY 8 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Hildebrandt

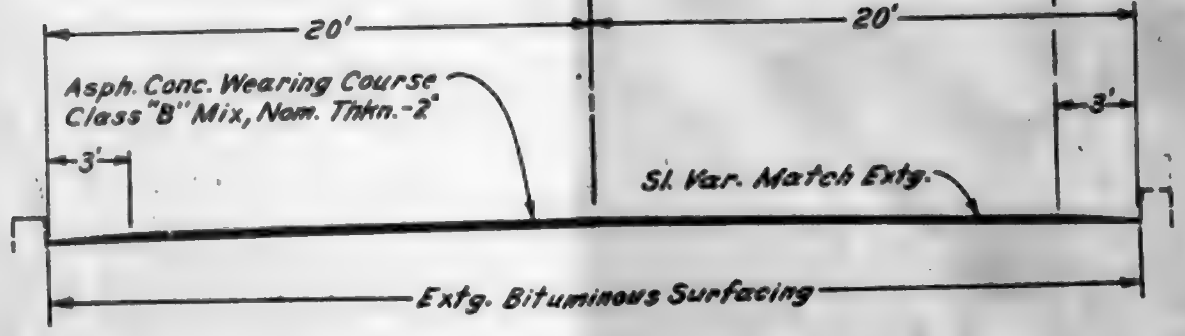
OREGON STATE HIGHWAY DIVISION
PAVING
**REDMOND(BLACK BUTTE BLVD) SEC.**
CITY STREET
DESCHUTES COUNTY

SHEET No. 1

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | DATE | TOTAL SHEETS |
|---|---|---|---|---|
| 10 | OREGON | STATE | | 1 |



PAVEMENT TAPER AT STREET
CONNECTIONS Lt. & Rt.


℄
20'
20'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-2"
3'
3'
Sl. Var. Match Extg.
Extg. Bituminous Surfacing

STA. 0 + 20 To STA. 2 + 61
2 + 61 To 3 + 00 (No Work Area)
3 + 00 To 22 + 24

mond

D English
City Administrator

PRELIMINARY COPY
SUBJECT TO CHANGE

8758

May 9, 1978

Ms. Mary Ann Barnett
City Recorder
City Hall
Redmond, OR 97756

Dear Ms. Barnett:

Enclosed are two sets of preliminary plans for the 1977 Special City Allotment project on Black Butte Blvd. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a street, as shown on these preliminary plans, is currently estimated to cost $31,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 20, 1978 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

GWW:FFH:cw
Enclosure
bc: Dale Allen

N M Rp

8758

# PROJECT MANAGEMENT OFFICE MEMO

Date 4-26-78

Subject Redmond SCA project (Blackbutte Ave) File No. ____________

Received (call) (~~visit~~) from Larry Asbury

Address ____________

Made (call) (visit) to ____________ Phone ____________

Reason for contact and general discussion:

Says city has recently installed sanitary sewers. Larry thinks he should get a letter from city accepting risk of paving over these trenches. Told him this was Region decision which I supported. He could write his letter in manner to put matter into reasonable perspective

Signature S Wimer

File ( ) ( ) ( ) ( ) ( ) (H) ( ) (○) Hildebrandt
Circulate: PME LGE OPE FAE CCE OM Other

8758

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

2-13-78

Attention: County-City Unit

Subject: Federal Aid Project No. ________
Project Name Black Butte Blvd. Overlay to S. 5th to S. Canyon Dr.

909

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Redmond, Oregon, this 3rd day of January, 1977

City of Redmond

CC D.E. Swan
CT Keasey
R. Trigstad
2-15-78

Mayor

Mary Ann Barnett
City Recorder

**Certified By:**

**Regional Right of Way Supervisor**

Instructions: Complete A or B and C. **Date:** 2-13-78

R/W File No. ________

Rev. 1/76

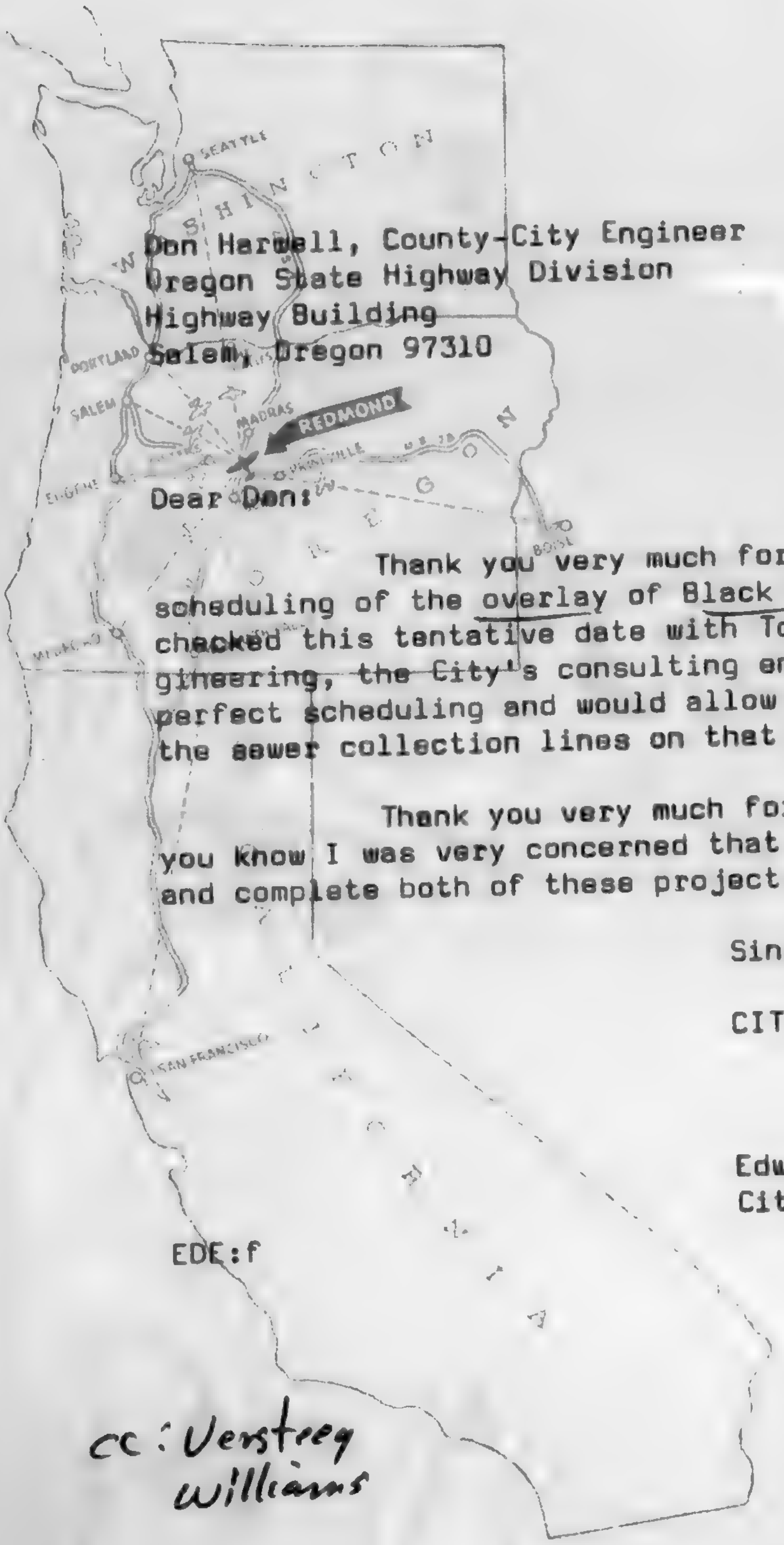
8758

SCA-76-77
Redmond

**CITY OF REDMOND**
DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

May 5, 1977


SEATTLE
WASHINGTON
PORTLAND
SALEM
MADRAS
REDMOND
PRINEVILLE
EUGENE
U.S. 20
OREGON
BOISE
SAN FRANCISCO
CALIFORNIA

Don Harwell, County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Don:

Thank you very much for the information concerning the scheduling of the overlay of Black Butte for April of 1978. I checked this tentative date with Tony Krutsch of Robert E. Meyer Engineering, the City's consulting engineer, and he said this would be perfect scheduling and would allow sufficient time for completion of the sewer collection lines on that street. ✓

Thank you very much for providing this information, as you know I was very concerned that we would be able to properly schedule and complete both of these projects. Your good work is appreciated.

Sincerely yours,

CITY OF REDMOND

Ed

Edward D. English
City Administrator

EDE:f

cc: Verstreeg
Williams

PROJECT MANAGEMENT

MAY 6 '77

REFER TO

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

Don H.

8758

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 14, 1977

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Redmond (Black Butte Blvd.) Section
City Street
Deschutes County

S.G.A.

Mr. W. Max Farr, Region 4 Assistant Design Engineer, advises this project should be rescheduled for contract letting during the summer of 1978. 01MAR78

The City of Redmond has scheduled the construction of sanitary sewers in the street this year. Postponing the project will eliminate unnecessary construction. The City concurs with the postponement recommendation.

Clarence Gregg, Soils Engineer, indicated he would make his overlay recommendation after the sewer project was completed.

FE:jh
cc: Carl Williams
L. W. Rulien
C. J. Gregg

RECEIVED

FEB 15 1977

COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

BEN GIFFORD

PROJECT MANAGEMENT

FEB 15 77

| Info | Investigate | R/D | Action | File | [illegible] | [illegible] |
|---|---|---|---|---|---|---|
| | | | X | | | |

FRED

8758

December 28, 1976

Mary Ann Barnett
City Recorder
City Hall
Redmond, OR 97756

RE: Black Butte Blvd. Overlay
S. 5th to S. Canyon Drive

Dear Ms. Barnett:

Although it is apparent no additional right-of-way is required for the above project, it is necessary the city furnish certification of right-of-way and utilities.

Attached are 3 copies of an instrument to be executed by the mayor and city recorder. In your case items A-1 and C-1 should be checked.

Please return 2 copy of the certification to this office as soon as possible to insure that no undue delay of the project advancement will be encountered.

Very truly yours,

for Robert H. Prange
Local Projects Manager

Encl.

FFH:dp

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

.8757

SCA - 77

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: 309-1469

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
December ~~14~~, 1976
16

W. Max Farr

FROM: W. Max Farr
Assistant Regional Design Engineer

SUBJECT: Redmond, (S.5th.St.-S.Canyon Drive)
Black Butte Boulevard
Deschutes County

TO: Frank Terpin
Location Engineer

Enclosed is the Location data for subject project.

Your attention is directed to our recommendation that this project be rescheduled for the summer of 1978. City of Redmond is currently on a construction schedule for a sanitary sewer system and the postponement of this location(construction)project would eliminate any unnecessary construction.

This recommendation meets with the City's approval.

WMF:pw
Enclosure

W.G. Martin
Res. Eng.
12-16-76

We agree that this project should be held up until such time as the Sanitary Sewer system is completed. Please notify this office when the work has progressed sufficiently to award Contract.

cc. Pete Christensen
Carl Williams
Sam Gifford

Fred
#

RECEIVED
DEC 16 1976
COUNTY
CITY
UNIT

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up
Other

Hopkins
Dont Harwell 12-17
Holmes
Prange
Unrein

# NARRATIVE REPORT

REDMOND (S. 5th - S. CANYON DR.)

BLACK BUTTE BLVD. CITY STREET

Deschutes County

The purpose of this survey was to prepare plans and specifications for overlaying Black Butte Boulevard in Redmond, Oregon as a Special City Allotment project.

The limits of the project are from the intersection of S. 5th and Black Butte Blvd. on the east to the intersection of S. Canyon Dr. and Black Butte Blvd. on the west.

The original agreement was for a two inch Class "C" AC overlay, but a design change is recommended to a one and one-half inch Class "E" AC overlay. This is done to provide a more flexible surface over the existing oil mat surfacing currently found on Black Butte Blvd. The quantities for the Class "E" AC overlay are reflected in Plan #1. An estimate, Plan #2, is submitted to show the necessary quantities for the original two inch overlay. There are no seperate drawings for Plan #2 as the only change is the depth of surfacing required. The source of the material will need to be established as a Commercial due to the small quantity of materials involved.

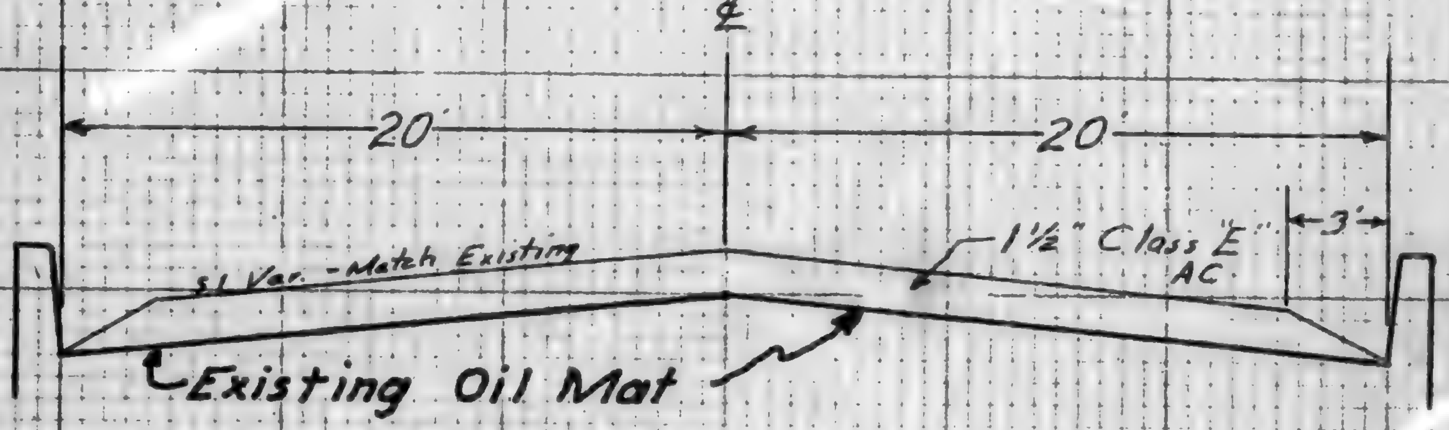
There is no other construction required on this project therefore the Temporary Protection and Direction of Traffic and Flagging charges can be kept to a minimum. Barricades will be required if the contractor decides to close the street to all cross and through traffic during construction. This office foresees no problems developing from this form of traffic control.

This project is currently on the spring bid letting schedule. At this time I am recommending that this project be removed from the schedule completely or be rescheduled for the summer of 1978. This recommendation is based on the current construction schedule for the Redmond sanitary sewer system. If this project is built as it is currently scheduled it would be completed just before the construction of Redmond's sanitary sewer system began. Their system design includes a trunk line down the center of Black Butte Blvd. This recommendation was discussed with Mr. Ed. English, City Manager of the City of Redmond on November 30, 1976 and met with his approval. If the overlay is rescheduled it may require an update of the survey submitted herewith. This will be necessary to determine any changes on Black Butte Blvd. and any changes in the City of Redmond's construction requirements upon completion of their sanitary sewer construction.

There are no other problems anticipated.

SCALE: 1"= 1' VERT. DATUM: ASSUMED
1"= 10' HORIZ.

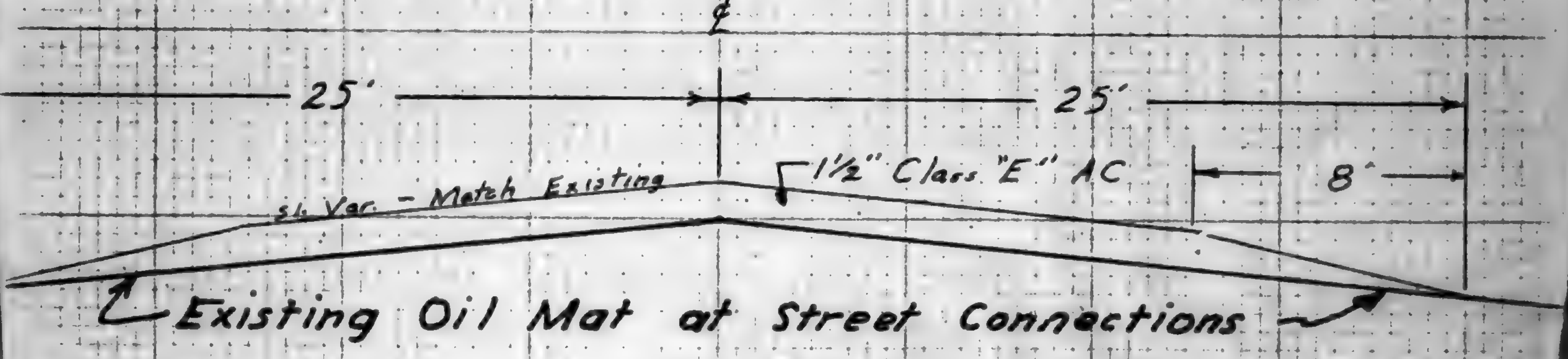
GW MARTIN, RES. ENGR.


℄
20'
20'
3'
1½" Class "E" AC
sl. Var. - Match Existing
Existing Oil Mat

STA to STA

0+20 - 2+61
3+00 - 5+40
5+80 - 8+22
8+57 - 11+02

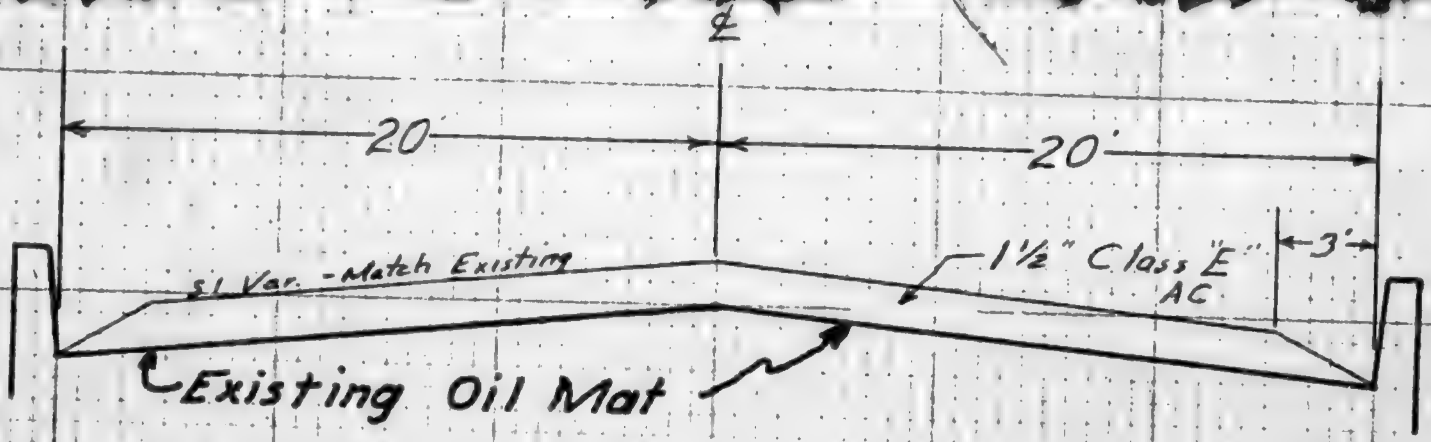
14+17 - 16+64
17+00 - 19+44
19+80 - 22+24 match @ Canyon
11+38 - 13+82


℄
25'
25'
8'
1½" Class "E" AC
sl. Var. - Match Existing
Existing Oil Mat at Street Connections

STA to STA

0+00 - 0+20

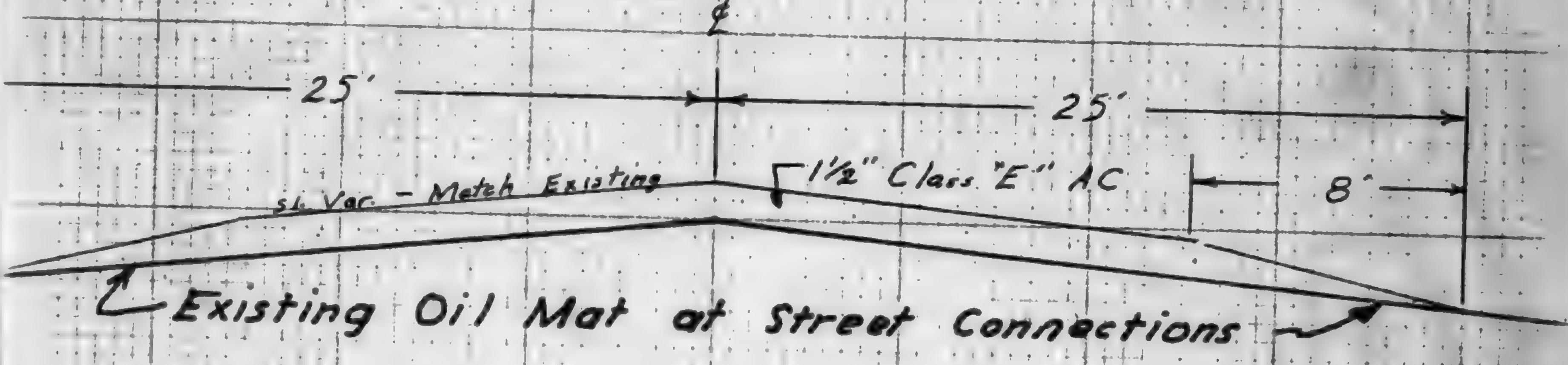
13+82 - 14+17


℄
20'
20'
3'
sl. Var. - Match Existing
1½" Class "E" AC
Existing Oil Mat

STA to STA

0+20 - 2+61
3+00 - 5+40
5+80 - 8+22
8+57 - 11+02

14+17 - 16+64
17+00 - 19+44
19+80 - 22+24 match @ Canyon
11+38 - 13+82


℄
25'
25'
8'
sl. Var. - Match Existing
1½" Class "E" AC
Existing Oil Mat at Street Connections

STA to STA

0+00 - 0+20
5+40 - 5+80
8+22 - 8+57
11+02 - 11+38

13+82 - 14+17
16+64 - 17+00
19+44 - 19+80

Note: STA 2+61 to STA 3+00 -
No work to be done.

Form 81-734-3363

REGON STATE HIGHWAY DEPARTMEN

# LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 309-1469 Highway Black Butte Boulevard Section Redmond (S. 5th - S. Canyon Dr.)

Date December 7, 1976

Highway Class City Street

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| ☒ | ☐ | ☐ | a. Detail Map (Hard Copy). |
| ☐ | ☐ | ☒ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☒ | ☐ | ☐ | g. Location Profile. |
| ☒ | ☐ | ☐ | h. Located Line Cross Sections. |
| ☐ | ☐ | ☒ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☒ | ☐ | ☐ | k. Field Notes. |
| ☐ | ☐ | ☒ | l. Coordinate Sheets. |
| ☐ | ☐ | ☒ | m. Clearing and Grubbing Chart. |
| ☐ | ☐ | ☒ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☐ | ☒ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☐ | ☒ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☐ | ☐ | ☒ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☐ | ☐ | ☒ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☐ | ☐ | ☒ | q. Property Appraisal and justifications for alternate facilities. |
| ☐ | ☐ | ☒ | r. Preliminary Soils and Material Report. |
| ☐ | ☐ | ☒ | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| ☐ | ☐ | ☒ | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☐ | ☒ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☐ | ☐ | ☒ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☐ | ☐ | ☒ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☒ | ☐ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☐ | ☐ | ☒ | 6. Have you investigated drift conditions (snow and sand)? |
| ☐ | ☒ | ☐ | 7. Are there slide conditions apparent? |
| ☐ | ☒ | ☐ | 8. Have you been over this project with a Soils representative? |
| ☐ | ☐ | ☒ | 9. Have you been over this project with a R/W representative? |
| | | | 10. Has a typical section of the following been platted on the location profile? |
| ☒ | ☐ | ☐ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☒ | b. Retaining Walls. |
| ☐ | ☐ | ☒ | c. Slope Benching. |
| ☐ | ☐ | ☒ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☒ | c. Rip Rap Work. |
| ☐ | ☐ | ☒ | f. Irrigation Ditches. |
| ☐ | ☐ | ☒ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☒ | h. Channel Changes. |
| ☐ | ☐ | ☒ | i. Flumes. |
| ☐ | ☐ | ☒ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☒ | k. Tunnel (Drainage). |
| ☐ | ☒ | ☐ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☐ | ☐ | ☒ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature
G.W. Martin
Locating Engineer

Address P.O. Box 1249, Bend, Oregon 97701

SPECIFICATIONS SUMMARY
OREGON STATE HIGHWAY
DIVISION

SHEET ..1..OF..1...SHEETS

Section Redmond (S. 5th - S. Canyon Dr.) Unit City Street

Highway Black Butte Boulevard County Deschutes Prefix 309-1469

Length 0.43 mi. Date December 7, 1976 Resident Engineer G. W. Martin

| Bid Item | General Specifications | | Special Provisions | |
|---|---|---|---|---|
| | Part | Section | Part | Esction |
| PLAN # 1 | | | | |
| Mobilization | 100 | 111 | | |
| Temporary Protection and Direction of Traffic | 100 | 111 | | |
| Temporary Signing | 100 | 111 | | |
| Barricades | 100 | 111 | | |
| Flagging | 100 | 111 | | |
| Asphalt in Tack | 400 | 407 | | |
| Class "E" AC | 400 | 403 | | |
| Asphaltic Cement in Mix | 400 | 403 | | |
| Cement Additive | 400 | 403 | | |
| | | | | |
| PLAN #2 | | | | |
| Mobilization | 100 | 111 | | |
| Temp. Prot. & Dir. of Traffic | 100 | 111 | | |
| Temporary Signing | 100 | 111 | | |
| Barricades | 100 | 111 | | |
| Flagging | 100 | 111 | | |
| Asphalt in Tack | 400 | 407 | | |
| Class "C" AC | 400 | 403 | | |
| Asphaltic Cement in Mix | 400 | 403 | | |
| | | | | |
| | | | | |

QUANTITY SUMMARY & COST ESTIMATE
OREGON STATE HIGHWAY
DIVISION

SHEET ..1...OF..1..SHEETS

PLAN # 1

| | | | |
|---|---|---|---|
| Section | Redmond (S. 5th - S. Canyon Dr.) | Unit | City Street |
| Highway | Black Butte Blvd. | County | Deschutes |
| | | Prefix | 309-1469 |
| Length | 0.43 mi. | Date | December 7, 1976 |
| | | Resident Engineer | G. W. Martin |

| Bid Item | UNIT | QUANTITY | PRICE | AMOUNT |
|---|---|---|---|---|
| 1. Mobilization | Lump Sum | - | - | 1,876.00 |
| 2. Temp. Prot. & Dir. of Traffic | Lump Sum | - | - | 469.00 |
| 3. Temporary Signing | Sq. Ft. | 144 | 6.50 | 936.00 |
| 4. Barricades | Lump Sum | - | - | 1,000.00 |
| 5. Flagging | Hrs. | 80 | 17.00 | 1,360.00 |
| 6. Asphalt in Tack | Ton | 2 | 250.00 | 500.00 |
| 7. Class "E" AC | Ton | 777 | 18.00 | 13,986.00 |
| 8. AC in Mix | Ton | 55 | 90.00 | 4,950.00 |
| 9. Cement Additive | Ton | 8 | 90.00 | 720.00 |
| Surfacing Total | | | | 25,797.00 |
| Extra Work | | | | -0- |
| TOTAL | | | | 25,797.00 |
| +20% Engineering and Contingencies | | | | 5,160.00 |
| Structures | | | | -0- |
| TOTAL ESTIMATED COST | | | | $ 30,957.00 |

Surfacing Calculation Sheet

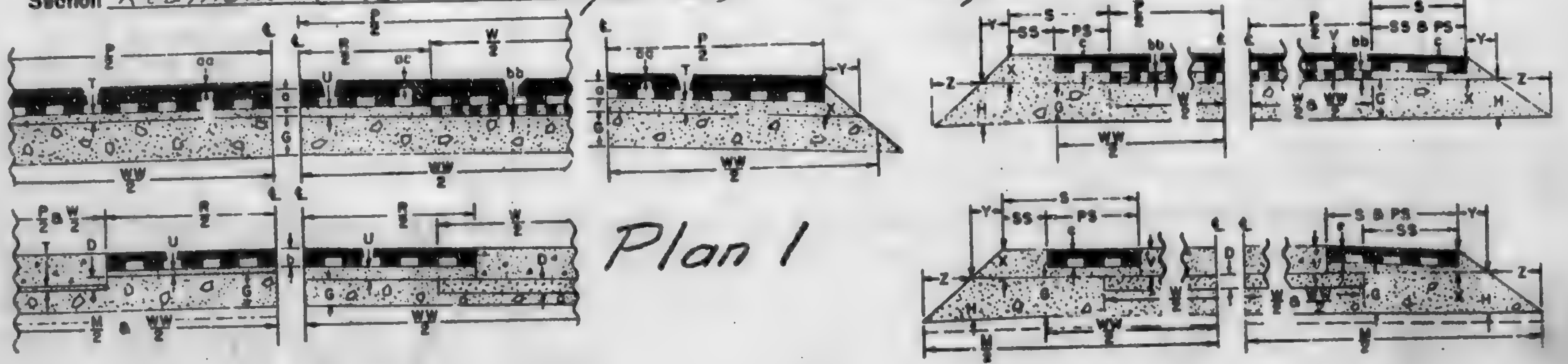
# OREGON STATE HIGHWAY DIVISION

Sheet 1 of 2 Sheets

Made By RDO Date 12/1/76

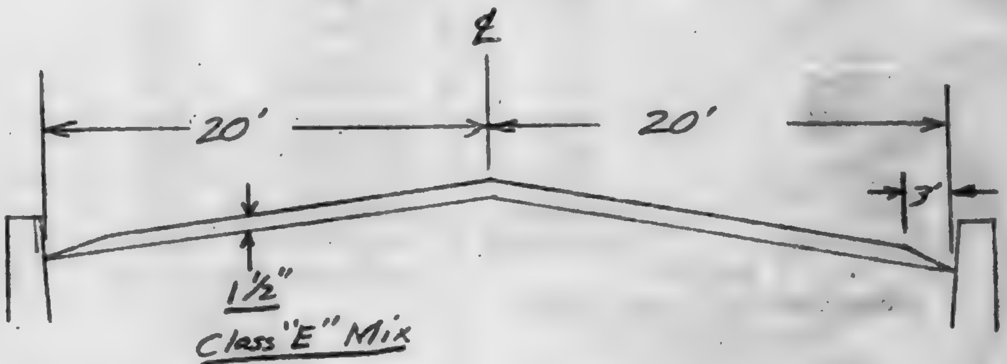
Checked By ______ Date ______

Section Redmond (S. 5th - S. Canyon Dr.) Highway City Street County Deschutes



Plan 1

$0+20 - 2+61 = 241^{0}$
$3+00 - 5+40^{2} = 240^{2}$
$5+80^{2} - 8+22^{4} = 242^{2}$
$8+57 - 11+02^{2} = 245.^{2}$
$11+38^{2} - 13+82^{0} = 243^{8}$
$14+17^{0} - 16+63^{8} = 246^{8}$
$17+00^{0} - 19+44^{2} = 244^{2}$
$19+80^{0} - 22+24^{2} = 244^{2}$



(Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.80

Length of Section (L) $1947^{6}$ Feet

**LIME TREATED SUBGRADE** $\frac{(M) \times (L)\ 0}{9}$ = ______ (d) Sq.Yds.

Lime $\frac{\text{(Depth in inches)}}{6}$ x .01125 x (d) ______ = ______ Tons

**AGGREGATE BASE**

$\left[\frac{\left(\frac{(G)+(H)}{2} \times (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27} + \frac{\left(\frac{(G)+(H)}{2} \times (SS+Y)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27}\right]\left( (L)\ 0 \right) =$ ______

$\left(\frac{(WW) \times (G)}{27} \times (L)\right)$ or $\left[\frac{(WW) \times (G) - (D) \times (W)}{27} \times (L)\ 0\right] =$ ______

(1.30) = ______ Cu.Yds.

( *) = ______ Tons

**TOP COURSE BASE and SHOULDERS**

Top Course $\left[\frac{((R) \times (U)) + ((P) \times (T))}{27}\right]\left( (L)\ 0 \right) =$ ______

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - ((PS) \times (C))}{27}\right](2)\left( (L)\ 0 \right) =$ ______

(1.30) = ______ Cu.Yds.

( *) = ______ Tons

**WATERING** Crushed Material 0 Cu. Yd. x .025 = ______
Earthwork 0 Cu. Yd. x ** = ______ } ______ M-Gals.

** Furnished by Construction Section

**CEMENT TREATED BASE** $\left(\frac{(W) \times (D)}{27} \times (L)\ 0\right)\left(\quad\right)^{*} =$ ______ (e) Tons

Cement in CTB .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ______ x (L) 0 x .000137 ______ Tons

**PLANT-MIX BITUMINOUS BASE** (W) ______ x (L) 0 x (bb) ______ x $\left(\frac{\text{Tons / Sq Ft}}{\text{1" Thick}}\right)^{*}$ ______ = ______ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) 0 = ______ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "U, aa, bb, C & D" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

# SURFACING CALCULATION SHEET

**ASPHALT CONCRETE PAVEMENT**

Roadway (P) ________ X (L) 0 X (a) ________ X (Tons/Sq.Ft. 1" Thick) ________ = ________

Shoulders & Median (R)+(PS) ________ X (L) 0 X (b or c) ________ X ________ = ________ } ________ (S) ________ Tons

Asphalt Cement in Mixture .065 x (s) 0 = ________ Tons

**ASPHALT CONCRETE WEARING COURSE (SEAL)**

Roadway & Shoulders (P) 37 x (L) 1947.6 x (aa) 1.5 x (Tons/Sq Ft. 1" Thick) 0.00631 = ________ - (h) 682.06 Tons

Asphalt Cement in Mixture .07 x (h) 682.06 = 47.74 Tons

Cement Additive in Mixture .01 x (h) 682.06 = 6.82 Tons

**ASPHALT PRIME COAT**

Aggregates ((WIDTH) ________ x (L) 0) (.00083) = ________ Cu. Yds.

Asphalt ( *) = ________ Tons

**TACK COAT** Emulsified Asphalt ((WIDTH) 40 x (L) 1947.6)

(.0000091) (New Bituminous Surfaces) ________ Tons

(.0000182) (Existing Surfaces) ________ 1.42 Tons

**ASPHALT PENETRATION MACADAM**

Penetration Asphalt ( *) = ________ Tons

Emulsified Asphalt ( ) = ________ Tons

Aggregates ((W DTH) ________ x (L) 0)

$1\frac{1}{4}"-\frac{3}{4}"$ ( ) = ________

$\frac{3}{4}"-\frac{1}{2}"$ ( ) = ________

$\frac{1}{2}"-\frac{1}{4}"$ ( ) = ________

$\frac{1}{4}"-$*10 ( ) = ________ } = ________ Cu. Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a, "aa," b," c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet.

## FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Specific Gravity | 2.55 | 2.60 | 2.65 | 2.70 | 2.75 | 2.80 | 2.85 | 2.90 | 2.95 |
| Tons/Cubic Yard | 1.78 | 1.81 | 1.85 | 1.89 | 1.92 | 1.96 | 2.00 | 2.03 | 2.07 |

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

## DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

| | | ¼" | ½" | ¾" |
|---|---|---|---|---|
| | | .021 | .042 | .063 |
| 1" | .083 | .104 | .125 | .146 |
| 2" | .167 | .188 | .208 | .229 |
| 3" | .250 | .271 | .292 | .313 |
| 4" | .333 | .354 | .375 | .396 |
| 5" | .417 | .438 | .458 | .479 |
| 6" | .500 | .521 | .542 | .563 |
| 7" | .583 | .604 | .625 | .646 |
| 8" | .667 | .688 | .708 | .729 |
| 9" | .750 | .771 | .792 | .813 |
| 10" | .833 | .854 | .875 | .896 |
| 11" | .917 | .938 | .958 | .979 |

## FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

| *Type of Bit. Cement* | *Gals./Ton at Normal Applic. Temp.* | *Tons/Sq.Ft.* |
|---|---|---|
| RC-250 | 260 | 0.000150 |
| RC-800 | 259 | 0.000150 |
| MC-250 | 260 | 0.000150 |
| MC-800 | 259 | 0.000150 |
| AR-2000 | 258 | 0.000151 |
| AR-1000 | 259 | 0.000150 |
| RS-1 | 244 | 0.000159 |
| RS-2 | 246 | 0.000158 |
| CRS-1 | 244 | 0.000159 |

## FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

| *Specific Gravity of Aggregates* | *Tons/Sq. Ft. 1" Thick* |
|---|---|
| 2.50 | 0.00573 |
| 2.55 | 0.00582 |
| 2.60 | 0.00591 |
| 2.65 | 0.00601 |
| 2.70 | 0.00611 |
| 2.75 | 0.00621 |
| 2.80 | 0.00631 |
| 2.85 | 0.00642 |
| 2.90 | 0.00654 |
| 2.95 | 0.00666 |

## FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

| | | *0-7* | *0-9* | *0-11* | *0-30* | *00-30* | *0-31* | *0-32* | *0-33* |
|---|---|---|---|---|---|---|---|---|---|
| Penetration Asphalt | AR 2000 | .000181 | .000194 | .000409 | .000151 | .000172 | | .000151 | .000108 |
| | AR 1000 | .000180 | .000193 | .000408 | .000150 | .000172 | | .000150 | .000107 |
| Emulsified Asphalt | | | .000114 | .000114 | | | .000091 | | |
| 1¼"–¾" Aggregates | | | | .00244 | | | | | |
| ¾"–½" Aggregates | | .00122 | .00144 | .001 | .00089 | .001 | | | |
| ½"–¼" Aggregates | | .00089 | .00067 | .001 | .00044 | .00078 | | .00089 | .00089 |
| ¼"–No. 10 Aggregates | | .00022 | .001 | .001 | .00033 | .00022 | .00056 | .00039 | .00022 |

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 61-734-3377-Rev. 7-74

Surfacing Calculation Sheet

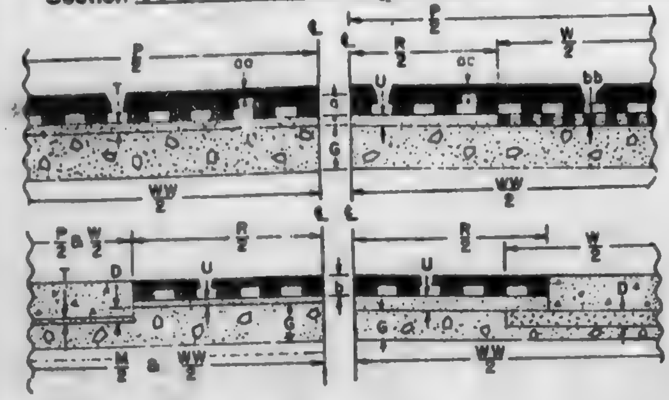
# OREGON STATE
# HIGHWAY DIVISION

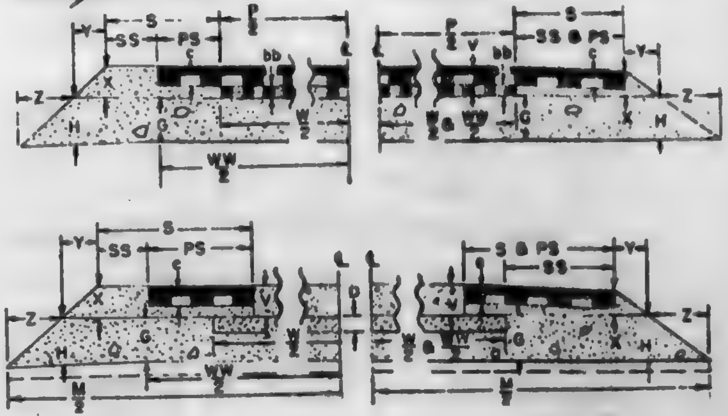
Sheet 2 of 2 Sheets

Made By RDO Date 12/1/76

Checked By________ Date________

Section Redmond (S. 5th - S. Canyon Dr.) Highway City Street County Deschutes





Plan 1

0+00 - 0+20 = 20.0

2+61 - 3+00 = No work

5+40.2 - 5+80.2 = 40'

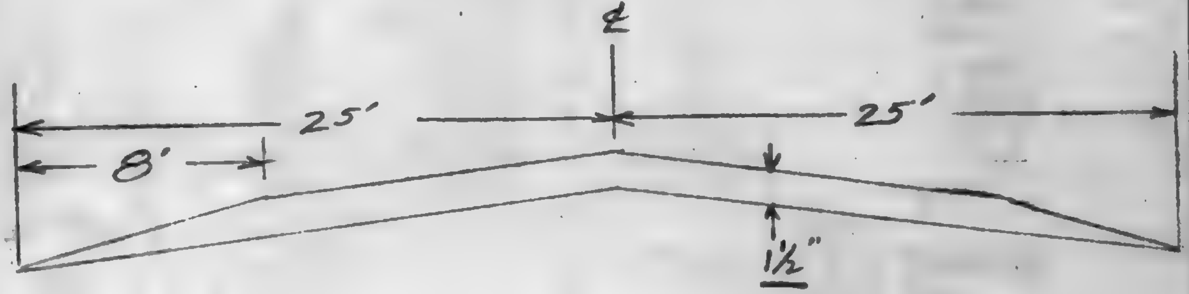
8+22.4 - 8+57 = 34.6

11+02.2 - 11+38.2 = 36.0

13+82.0 - 14+17.0 = 35.0

16+63.8 - 17+00.0 = 36.2

19+44.2 - 19+80.0 = 35.8



Length of Section (L) 237.6 Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.80

**LIME TREATED SUBGRADE** (M) ____ x (L) 0 / 9 ---------- (d) ________ Sq.Yds.

Lime (Depth in inches) / 6 x .01125 x (d) ______ = ______ Tons

**AGGREGATE BASE**

[((G) (H) T/2 x (SS+Y)) + ((H) / 2 x (Z)) / 27 + ((G) (H) T/2 x (SS+Y)) + ((H) / 2 x (Z)) / 27] ( (L) 0 ) = ______

((WW) x (G) / 27 x (L)) or [((WW) x (G)) - ((D) x (W)) / 27 x (L) 0] = ______

(1.30) = ______ Cu.Yds.

( *) = ______ Tons

**TOP COURSE BASE and SHOULDERS**

Top Course [((R) x (U)) + ((P) x (T)) / 27] ( (L) 0 ) = ______

Shoulders [((V) T/2 x (X) x (S)) + ((X) / 2 x (Y)) - ((PS) x (C)) / 27] (2) ( (L) 0 ) = ______

(1.30) = ______ Cu.Yds.

( *) = ______ Tons

**WATERING**

Crushed Material 0 Cu. Yd. x .025 = ______

Earthwork 0 Cu. Yd. x ** = ______

______ M-Gals.

**Furnished by Construction Section

**CEMENT TREATED BASE** ((W) x (D) / 27 x (L) 0) ( )* = ---------- (e) Tons

Cement in C.T.B .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ____ x (L) ____ x .000137 ---------- Tons

**PLANT-MIX BITUMINOUS BASE** (W) ____ x (L) 0 x (bb) ____ x (Tons / Sq Ft 1" Thick)* ____ = ---------- (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) 0 = ______ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

# SURFACING CALCULATION SHEET

**ASPHALT CONCRETE PAVEMENT**
Roadway (P) ______ X (L) 0 X (a) ______ X (Tons/Sq.Ft. 1" Thick) ______ = ______ } (g) ______ Tons
Shoulders & Median (M)+(PS) ______ X (L) 0 X (b or c) ______ X ______ = ______
Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

**ASPHALT CONCRETE WEARING COURSE (SEAL)**
Roadway & Shoulders (P) 42 X (L) 2376 X (aa) 1.5 X (Tons/Sq.Ft. 1" Thick) 0.00631 = ______ = (h) 94.45 Tons
Asphalt Cement in Mixture .07 x (h) 94.45 = 6.62 Tons
Cement Additive in Mixture .01 x (h) 94.45 = 0.94 Tons

**ASPHALT PRIME COAT**
Aggregates ((WIDTH) ______ X (L) ______) (.00083) = ______ Cu. Yds.
Asphalt ( *) = ______ Tons

**TACK COAT** Emulsified Asphalt ((WIDTH) 50 X (L) 2376)
(.0000091) (New Bituminous Surfaces) ______ Tons
(.0000182) (Existing Surfaces) ______ 0.22 Tons

**ASPHALT PENETRATION MACADAM**
Penetration Asphalt ( *) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates ((W DTH) ______ X (L) 0)
1¼"-¾" ( ) = ______ ______
¾"-½" ( ) = ______ ______
½"-¼" ( ) = ______ ______
¼"-#10 ( ) = ______ ______
} = ______ Cu. Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

---

## FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Specific Gravity | 2.55 | 2.60 | 2.65 | 2.70 | 2.75 | 2.80 | 2.85 | 2.90 | 2.95 |
| Tons/Cubic Yard | 1.78 | 1.81 | 1.85 | 1.89 | 1.92 | 1.96 | 2.00 | 2.03 | 2.07 |

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

## DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

| | | ¼" | ½" | ¾" |
|---|---|---|---|---|
| | | .021 | .042 | .063 |
| 1" | .083 | .104 | .125 | .146 |
| 2" | .167 | .188 | .208 | .229 |
| 3" | .250 | .271 | .292 | .313 |
| 4" | .333 | .354 | .375 | .396 |
| 5" | .417 | .438 | .458 | .479 |
| 6" | .500 | .521 | .542 | .563 |
| 7" | .583 | .604 | .625 | .646 |
| 8" | .667 | .688 | .708 | .729 |
| 9" | .750 | .771 | .792 | .813 |
| 10" | .833 | .854 | .875 | .896 |
| 11" | .917 | .938 | .958 | .979 |

## FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

| *Type of Bit. Cement* | *Gals./Ton at Normal Applic. Temp.* | *Tons/Sq.Ft.* |
|---|---|---|
| RC-250 | 260 | 0.000150 |
| RC-800 | 259 | 0.000150 |
| MC-250 | 260 | 0.000150 |
| MC-800 | 259 | 0.000150 |
| AR-2000 | 258 | 0.000151 |
| AR-1000 | 259 | 0.000150 |
| RS-1 | 244 | 0.000159 |
| RS-2 | 246 | 0.000158 |
| CRS-1 | 244 | 0.000159 |

## FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

| *Specific Gravity of Aggregates* | *Tons/Sq. Ft. 1" Thick* |
|---|---|
| 2.50 | 0.00573 |
| 2.55 | 0.00582 |
| 2.60 | 0.00591 |
| 2.65 | 0.00601 |
| 2.70 | 0.00611 |
| 2.75 | 0.00621 |
| 2.80 | 0.00631 |
| 2.85 | 0.00642 |
| 2.90 | 0.00654 |
| 2.95 | 0.00666 |

## FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

| | | *0-7* | *0-9* | *0-11* | *0-30* | *00-30* | *0-31* | *0-32* | *0-33* |
|---|---|---|---|---|---|---|---|---|---|
| Penetration Asphalt | AR 2000 | .000181 | .000194 | .000409 | .000151 | .000172 | | .000151 | .000108 |
| | AR 1000 | .000180 | .000193 | .000408 | .000150 | .000172 | | .000150 | .000107 |
| Emulsified Asphalt | | | .000114 | .000114 | | | .000091 | | |
| 1¼"—¾" Aggregates | | | | .00244 | | | | | |
| ¾"—½" Aggregates | | .00122 | .00144 | .001 | .00089 | .001 | | | |
| ½"—¼" Aggregates | | .00089 | .00067 | .001 | .00044 | .00078 | | .00089 | .00089 |
| ¼"—No. 10 Aggregates | | .00022 | .001 | .001 | .00033 | .00022 | .00056 | .00039 | .00022 |

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

UANTITY SUMMARY & COST ESTIMAT
OREGON STATE HIGHWAY
DIVISION

SHEET 1 OF 1 SHEETS

PLAN # 2

Section Redmond (S. 5th - S. Canyon Dr.) Unit City Street

Highway Black Butte Blvd. County Deschutes Prefix 309-1469

Length 0.43 mi. Date December 7, 1976 Resident Engineer G. W. Martin

| Bid Item | UNIT | QUANTITY | PRICE | AMOUNT |
|---|---|---|---|---|
| 1. Mobilization | Lump Sum | -0- | -0- | 2,238.00 |
| 2. Temp. Prot. & Dir. of Traffic | Lump Sum | -0- | -0- | 560.00 |
| 3. Temporary Signing | Sq. Ft. | 144 | 6.50 | 936.00 |
| 4. Barricades | Lump Sum | -0- | -0- | 1,000.00 |
| 5. Flagging | Hours | 80 | 17.00 | 1,360.00 |
| 6. Asphalt in Tack | Ton | 2 | 250.00 | 500.00 |
| 7. Class "C" AC | Ton | 1,036 | 17.00 | 17,612.00 |
| 8. AC in Mix | Ton | 73 | 90.00 | 6,570.00 |
| | | | | |
| Surfacing Total | | | | 30,776.00 |
| | | | | |
| Extra Work | | | | -0- |
| | | | | |
| TOTAL | | | | 30,776.00 |
| | | | | |
| +20% Engineering and Contingencies | | | | 6,155.00 |
| | | | | |
| Structures | | | | -0- |
| | | | | |
| TOTAL ESTIMATED COST | | | | $ 36,931.00 |
| | | | | |
| | | | | |
| | | | | |

Surfacing Calculation Sheet

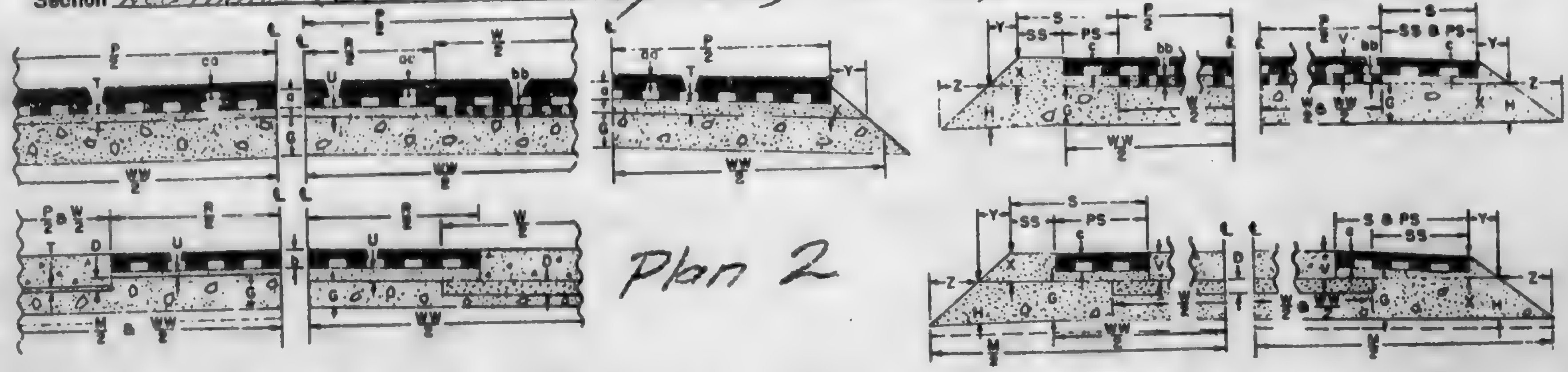
# OREGON STATE
# HIGHWAY DIVISION

Sheet 1 of 2 Sheets

Made By RDO Date 12-6-76

Checked By ______ Date ______

Section Redmond (S. 5th - S. Canyon Dr.) Highway City Street County Deschutes



Plan 2

For typical see Plan 1

These quantities are for 2" of Class "C" AC

Length of Section (L) 1947.6 Feet (Use above space for sketch of Typical Section used and/or calculations)

Specific Gravity 2.80

**LIME TREATED SUBGRADE** (M)/9 x (L) 0 ____________ Sq.Yds. (d)

Lime (Depth in inches)/6 x .01125 x (d) ______ = ______ Tons

**AGGREGATE BASE**

[( (W)/2 x (H)(SS+Y) ) + ( (H)/2 x (Z) )] / 27 + [( (B)/2 x (H)(SS+Y) ) + ( (H)/2 x (Z) )] / 27 ( (L) 0 ) = ______

( (WW) x (G) x (L) ) / 27 or [( (WW) x (G) ) - ( (D) x (W) )] / 27 x (L) 0 = ______

(1.30) = ______ Cu.Yds.

( *) = ______ Tons

**TOP COURSE BASE and SHOULDERS**

Top Course [( (R) x (U) ) + ( (P) x (T) )] / 27 ( (L) 0 ) = ______

Shoulders [( (V)/2 (X) x (S) ) + ( (X)/2 x (Y) ) - ( (PS) x (C) )] / 27 (2) ( (L) 0 ) = ______

(1.30) = ______ Cu.Yds.

( *) = ______ Tons

**WATERING** Crushed Material 0 Cu. Yd. x .025 = ______ } ______ M-Gals.

Earthwork 0 Cu. Yd. x ** = ______

**Furnished by Construction Section

**CEMENT TREATED BASE** ( (W) x (D)/27 x (L) 0 ) ( )* = ______ Tons (e)

Cement in CTB .055 x (e) ______ = ______ Tons

Asphalt in Seal (W) ______ x (L) 0 x .000137 ______ Tons

**PLANT-MIX BITUMINOUS BASE** (W) ______ x (L) 0 x (bb) ______ x (Tons/Sq.Ft / 1" Thick)* ______ = ______ Tons (f)

Asphalt in Bituminous Base Mixture .055 x (f) 0 = ______ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "u", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

# SURFACING CALCULATION SHEET

**ASPHALT CONCRETE PAVEMENT**
Roadway (P) ______ X (L) 0 X (a) ______ X (Tons/Sq.Ft. 1" Thick) ______ = ______
Shoulders & Median (R)+(PS) ______ X (L) 0 X (b or c) ______ X ______ = ______
} ______ (g) ______ Tons
Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

**ASPHALT CONCRETE WEARING COURSE (SEAL)**
Roadway & Shoulders (P) 37 x (L) 1947.6 x (aa) 2.0 x (Tons/Sq.Ft. 1" Thick) 0.00631 = ______ = (h) 909.41 Tons
Asphalt Cement in Mixture .07 x (h) 909.41 = 63.66 Tons
Cement Additive in Mixture .01 x (h) ______ = ______ Tons

**ASPHALT PRIME COAT**
Aggregates ((WIDTH) ______ x (L) 0) (.00083) = ______ Cu. Yds.
Asphalt ( *) = ______ Tons

**TACK COAT** Emulsified Asphalt ((WIDTH) 40 x (L) 1947.6)
(.0000091) (New Bituminous Surfaces) ______ Tons
(.0000182) (Existing Surfaces) ______ 1.42 Tons

**ASPHALT PENETRATION MACADAM**
Penetration Asphalt ( *) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates ((W DTH) ______ x (L) 0)
1¼"-¾" ( ) = ______ ______
¾"-½" ( ) = ______ ______
½"-¼" ( ) = ______ ______
¼"-*10 ( ) = ______ ______
} = ______ Cu. Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet.

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## FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

| Specific Gravity | 2.55 | 2.60 | 2.65 | 2.70 | 2.75 | 2.80 | 2.85 | 2.90 | 2.95 |
|---|---|---|---|---|---|---|---|---|---|
| Tons/Cubic Yard | 1.78 | 1.81 | 1.85 | 1.89 | 1.92 | 1.96 | 2.00 | 2.03 | 2.07 |

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

## DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

| | | ¼" | ½" | ¾" |
|---|---|---|---|---|
| | | .021 | .042 | .063 |
| 1" | .083 | .104 | .125 | .146 |
| 2" | .167 | .188 | .208 | .229 |
| 3" | .250 | .271 | .292 | .313 |
| 4" | .333 | .354 | .375 | .396 |
| 5" | .417 | .438 | .458 | .479 |
| 6" | .500 | .521 | .542 | .563 |
| 7" | .583 | .604 | .625 | .646 |
| 8" | .667 | .688 | .708 | .729 |
| 9" | .750 | .771 | .792 | .813 |
| 10" | .833 | .854 | .875 | .896 |
| 11" | .917 | .938 | .958 | .979 |

## FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

| *Type of Bit. Cement* | *Gals./Ton at Normal Applic. Temp.* | *Tons/Sq.Ft.* |
|---|---|---|
| RC-250 | 260 | 0.000150 |
| RC-800 | 259 | 0.000150 |
| MC-250 | 260 | 0.000150 |
| MC-800 | 259 | 0.000150 |
| AR-2000 | 258 | 0.000151 |
| AR-1000 | 259 | 0.000150 |
| RS-1 | 244 | 0.000159 |
| RS-2 | 246 | 0.000158 |
| CRS-1 | 244 | 0.000159 |

## FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

| *Specific Gravity of Aggregates* | *Tons/Sq. Ft. 1" Thick* |
|---|---|
| 2.50 | 0.00573 |
| 2.55 | 0.00582 |
| 2.60 | 0.00591 |
| 2.65 | 0.00601 |
| 2.70 | 0.00611 |
| 2.75 | 0.00621 |
| 2.80 | 0.00631 |
| 2.85 | 0.00642 |
| 2.90 | 0.00654 |
| 2.95 | 0.00666 |

## FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

| | | *0-7* | *0-9* | *0-11* | *0-30* | *00-30* | *0-31* | *0-32* | *0-33* |
|---|---|---|---|---|---|---|---|---|---|
| Penetration Asphalt | AR 2000 | .000181 | .000194 | .000409 | .000151 | .000172 | | .000151 | .000108 |
| | AR 1000 | .000180 | .000193 | .000408 | .000150 | .000172 | | .000150 | .000107 |
| Emulsified Asphalt | | | .000114 | .000114 | | | .000091 | | |
| 1¼"—¾" Aggregates | | | | .00244 | | | | | |
| ¾"—½" Aggregates | | .00122 | .00144 | .001 | .00089 | .001 | | | |
| ½"—¼" Aggregates | | .00089 | .00067 | .001 | .00044 | .00078 | | .00089 | .00089 |
| ¼"—No. 10 Aggregates | | .00022 | .001 | .001 | .00033 | .00022 | .00056 | .00039 | .00022 |

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

Surfacing Calculation Sheet

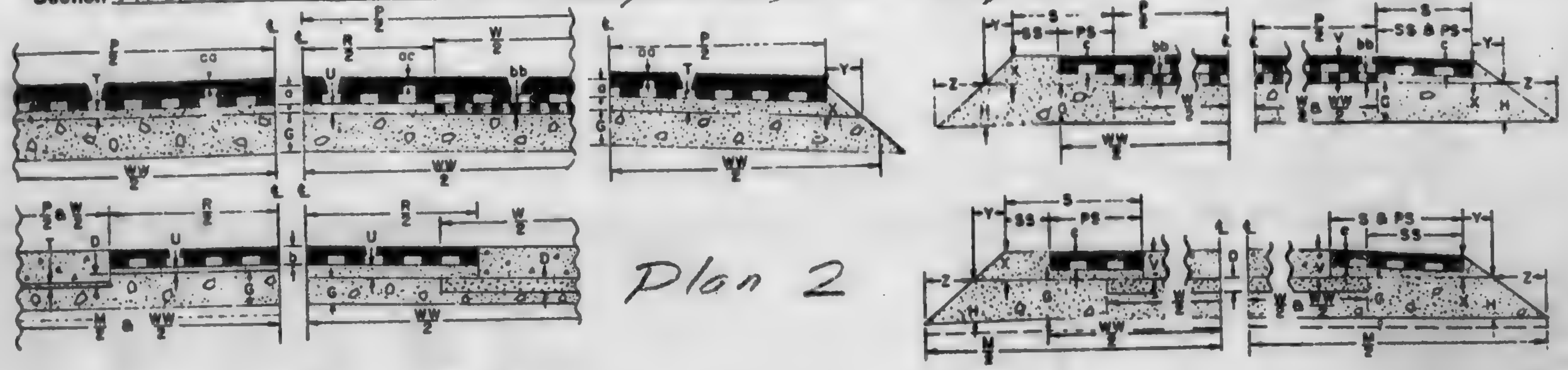
# OREGON STATE
# HIGHWAY DIVISION

Sheet 2 of 2 Sheets

Made By RDO Date 12-6-76

Checked By ______ Date ______

Section Redmond (S 5th - S. Canyon Dr.) Highway City Street County Deschutes



Plan 2

See Plan 2 sheet 1

(L)
Length of Section 237-6 Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity 2.80

**LIME TREATED SUBGRADE** (M) ___ / 9 x (L) 0 ------ (d) ___ Sq.Yds.

(Depth in inches) Lime ___ / 6 x .01125 x (d) ___ = ___ Tons

**AGGREGATE BASE**

[((G)+(H))/2 x (SS+Y) + (H)/2 x (Z)] / 27 + [((G)+(H))/2 x (SS+Y) + (H)/2 x (Z)] / 27 ( (L) 0 ) = ___

((WW) x (G) / 27 x (L) ___) or [((WW) x (G) - (D) x (W)) / 27 x (L) 0] = ___

(1.30) = ___ Cu.Yds.

( *) = ___ Tons

**TOP COURSE BASE and SHOULDERS**

Top Course [((R) x (U)) + ((P) x (T)) / 27] ( (L) 0 ) = ___

Shoulders [(((V)+(X))/2 x (S)) + ((X)/2 x (Y)) - ((PS) x (C)) / 27] (2) ( (L) 0 ) = ___

(1.30) = ___ Cu.Yds.

( *) = ___ Tons

**WATERING** Crushed Material 0 Cu. Yd. x .025 = ___

Earthwork 0 Cu. Yd. x ** = ___ M-Gals.

** Furnished by Construction Section

**CEMENT TREATED BASE** ((W) x (D) / 27 x (L) 0) ( )* = (e) ___ Tons

Cement in C.T.B .055 x (e) ___ = ___ Tons

Asphalt in Seal (W) ___ x (L) 0 x .000137 ___ Tons

**PLANT-MIX BITUMINOUS BASE** (W) ___ x (L) 0 x (bb) ___ x (Tons / Sq Ft 1" Thick)* ___ = (f) ___ Tons

Asphalt in Bituminous Base Mixture .055 x (f) ___ = ___ Tons

*See other side for factor.

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "a," "aa," "b," "c" & "e" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.
All other dimensions shall be expressed in feet or decimals of feet.

# SURFACING CALCULATION SHEET

**ASPHALT CONCRETE PAVEMENT**
Roadway (P) ______ X (L) 0 X (o) ______ X (Tons/Sq.Ft. 1" Thick) ______ = ______
Shoulders & Median (R)+(PS') ______ X (L) 0 X (b or c) ______ X ______ = ______ } ______ (g) ______ Tons
Asphalt Cement in Mixture .065 x (g) ______ = ______ Tons

**ASPHALT CONCRETE WEARING COURSE (SEAL)**
Roadway & Shoulders (P) 12 X (L) $237^{6}$ X (aa) 2.0 X (Tons/Sq Ft 1" Thick) 0.00631 = ______ = (h) 125.94 Tons
Asphalt Cement in Mixture .07 x (h) 125.94 = 8.82 Tons
Cement Additive in Mixture .01 x (h) ______ = ______ Tons

**ASPHALT PRIME COAT**
Aggregates ( (WIDTH) ______ X (L) 0 ) (.00083) = ______ Cu. Yds.
Asphalt ( *) = ______ Tons

**TACK COAT** Emulsified Asphalt ( (WIDTH) 50 X (L) $237^{6}$ )
(.0000091) (New Bituminous Surfaces) ______ Tons
(.0000182) (Existing Surfaces) ______ 0.22 Tons

**ASPHALT PENETRATION MACADAM**
Penetration Asphalt ( (W OTH) ______ X (L) 0 ) ( *) = ______ Tons
Emulsified Asphalt ( ) = ______ Tons
Aggregates
1¼"–¾" ( ) = ______ ______
¾"–½" ( ) = ______ ______
½"–¼" ( ) = ______ ______
¼"–#10 ( ) = ______ ______ } = ______ Cu. Yds.

* See below for factor

NOTE: Use only that portion of this sheet which is applicable.
The dimensions "o, "aa," "b," "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet.

---

## FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Specific Gravity .................... | 2.55 | 2.60 | 2.65 | 2.70 | 2.75 | 2.80 | 2.85 | 2.90 | 2.95 |
| Tons/Cubic Yard .................... | 1.78 | 1.81 | 1.85 | 1.89 | 1.92 | 1.96 | 2.00 | 2.03 | 2.07 |

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

## DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

| | | ¼" | ½" | ¾" |
|---|---|---|---|---|
| | | .021 | .042 | .063 |
| 1" | .083 | .104 | .125 | .146 |
| 2" | .167 | .188 | .208 | .229 |
| 3" | .250 | .271 | .292 | .313 |
| 4" | .333 | .354 | .375 | .396 |
| 5" | .417 | .438 | .458 | .479 |
| 6" | .500 | .521 | .542 | .563 |
| 7" | .583 | .604 | .625 | .646 |
| 8" | .667 | .688 | .708 | .729 |
| 9" | .750 | .771 | .792 | .813 |
| 10" | .833 | .854 | .875 | .896 |
| 11" | .917 | .938 | .958 | .979 |

## FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

| *Type of Bit. Cement* | *Gals./Ton at Normal Applic. Temp.* | *Tons/Sq.Ft.* |
|---|---|---|
| RC-250 | 260 | 0.000150 |
| RC-800 | 259 | 0.000150 |
| MC-250 | 260 | 0.000150 |
| MC-800 | 259 | 0.000150 |
| AR-2000 | 258 | 0.000151 |
| AR-1000 | 259 | 0.000150 |
| RS-1 | 244 | 0.000159 |
| RS-2 | 246 | 0.000158 |
| CRS-1 | 244 | 0.000159 |

## FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

| *Specific Gravity of Aggregates* | *Tons/Sq. Ft. 1" Thick* |
|---|---|
| 2.50 | 0.00573 |
| 2.55 | 0.00582 |
| 2.60 | 0.00591 |
| 2.65 | 0.00601 |
| 2.70 | 0.00611 |
| 2.75 | 0.00621 |
| 2.80 | 0.00631 |
| 2.85 | 0.00642 |
| 2.90 | 0.00654 |
| 2.95 | 0.00666 |

## FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

| | | *0-7* | *0-9* | *0-11* | *0-30* | *00-30* | *0-31* | *0-32* | *0-33* |
|---|---|---|---|---|---|---|---|---|---|
| Penetration Asphalt | AR 2000 | .000181 | .000194 | .000409 | .000151 | .000172 | | .000151 | .000108 |
| | AR 1000 | .000180 | .000193 | .000408 | .000150 | .000172 | | .000150 | .000107 |
| Emulsified Asphalt | | | .000114 | .000114 | | | .000091 | | |
| 1¼"–¾" Aggregates | | | | .00244 | | | | | |
| ¾"–½" Aggregates | | .00122 | .00144 | .001 | .00089 | .001 | | | |
| ½"–¼" Aggregates | | .00089 | .00067 | .001 | .00044 | .00078 | | .00089 | .00089 |
| ¼"–No. 10 Aggregates | | .00022 | .001 | .001 | .00033 | .00022 | .00056 | .00039 | .00022 |

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

8758

This is a suggested report [illegible] might be considered after 25 [illegible] of the project is completed or used to document current projects.

## LOCATION PROJECTS

12-7-76

### Region Check List for Compliance with Title VI, 1964 Civil Rights Act

PROJECT Redmond (S. 5th - S. Canyon Dr.)

Project Investigation:

1. Project corridor review with the assistance of Right of Way personnel to determine the presence or absence of minority groups, minority businesses or minority individuals in the vicinity of the route.

   a. Methods used. None

   b. Organizations contacted. None

   c. Other sources used. None

   d. Has a Preliminary Environmental Impact Statement been prepared for project?

   No

   e. Does the Preliminary Environmental Impact Statement agree with findings?

   N/A

2. Documentation of presence or absence of minority groups.

   a. List minority groups by type. Not known

b. Is a map prepared indicating location or locations of minority groups? (Attach small scale map.) No

c. Alternate designs or routing considerations:

(1) Are alternate designs being studied? N/A

(2) Are other routes being considered or contemplated? N/A

(3) Are any feasible alternates apparent to reduce or eliminate conflicts? N/A

(4) Recommendations and explanation of conflict. N/A

3. Affirmative action if minority groups exist.

a. Has a request for review and assistance been submitted to the Region Engineer?

No

b. Define the problems and controls which could affect this project. This project is an overlay of an existing facility and does not affect the adjacent property owners. Therefore no survey of the property owners was made.

c. After review and assistance, define recommended course of action. N/A

Date: Date: December 7, 1976

Resident Engineer G.W. Martin

(Forward one copy to the Location Engineer through the Region Engineer)

8758

SCA - '77

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Redmond (S. 5th - S. Canyon Dr.)

Date November 1, 1976

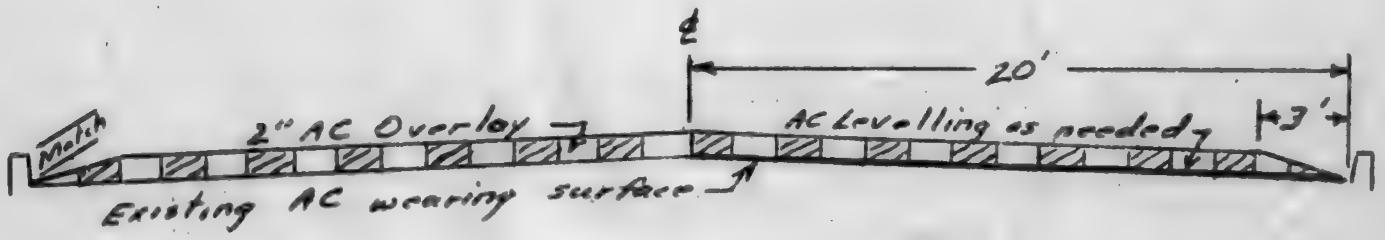
Highway Black Butte Blvd. City Street

Authorization No. 1

County Deschutes

Survey Prefix 309-1469 (Assigned by Salem office)

Description of termini, route, length, etc.: Beginning at the intersection of Black Butte Blvd. and South 5th in Redmond, Or. thence proceeding westerly to the intersection of Black Butte Blvd. and S. Canyon Drive. The overall length is 0.41 miles.



Purpose of survey: To prepare plans, specifications, and estimates for overlaying the existing 40 ft. wide roadway.

RECEIVED
COUNTY & CITY SECTION
NOV 19 1976
☐ [illegible] ☐ [illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible]
☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

Estimate of cost:

| | | |
|---|---|---|
| Field Survey | (901) | $1,400.00 |
| Plans | (905) | 500 |
| Soils | (910) | 250 |
| Traffic | (911) | 100 |
| Specification | (921) | 500 |
| Environmental | (923) | 150 |

SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

**This form does not constitute authority for making survey until approved and returned.**

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 2,650 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

Requests made by: G.W. Martin
G.W. Martin
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved: E S Schutz
~~Assistant~~ Deputy State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR.
FED. AID SCA

8758 8

October 25, 1976

City of Redmond
City Hall
Redmond, OR 97756

Attention: Mary Ann Barnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5748

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of Black Butte Boulevard (S. 5th to S. Canyon Drive).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Enclosure

bc: Don Harwell (agreement attached)

8758

October 1, 1976

Mr. Edward English
City Administrator
City Hall
Redmond, OR 97756

Dear Mr. English:

Enclosed are three copies of an agreement covering the 1977 Special City Allotment project on Black Butte Boulevard (S. Fifth to Canyon Drive).

Please have the Council consider the contents of the agreement, and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and City Recorder to sign the agreement. Return all three copies of the agreement and resolution to this office. After certification by the Administrator and Highway Engineer, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

D. N. Harwell
County-City Engineer
County-City Unit

FFH:dp
Encl.

☑ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8758

September 30, 1976

Mr. Edward English
City Administrator
City Hall
Redmond, OR 97756

Dear Mr. English:

Your proposed project on Black Butte Boulevard (S. Fifth to S. Canyon Drive), was submitted and approved by the Transportation Commission for construction in 1977 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $34,950, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:dp

☐ ENGR. ☐ ASST. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

8758 4-72

April 16, 1976
9:40 a.m.

MEMO TO THE FILES

Fred Hildebrandt

FROM: F. F. Hildebrandt
Specialist Engineer

RE: City of Redmond

I contacted Mr. Ed English, City Engineer, and discussed the two different programs and explained how each one worked. He said that he believed they would want to go with the State Administered Project. He said that this way it would be more like the one they had experienced in 1972, and that they had nothing but praise for the people who did the job; the way it was engineered.

This project is strictly a request for an overlay on Black Butte Rd., 2 inches Class C or A asphalt; a curb to curb width of 40 feet. This is a heavily travelled roadway connecting at the west end to a county road and is adjacent to a school athletic field. Asphalt would have to taper two inches-three feet out to nothing at the curbs. I would class this project as a [illegible] 5.

FFH:dp

8758

## SPECIAL CITY ALLOTMENT FUND
## INVESTIGATION DATA

Date: April 16, 1976
City: Redmond
Reg: 4
Population: 1971: 3720 1976: 4525
Street: Black Butte Blvd.

No. of Previous Projects 4
Last Project 1972 (Year)
Total SCA Funds $60,881
Funds/Capita $ 13.45
Average/Capita $ 25.13

Project: City ______ State ✓

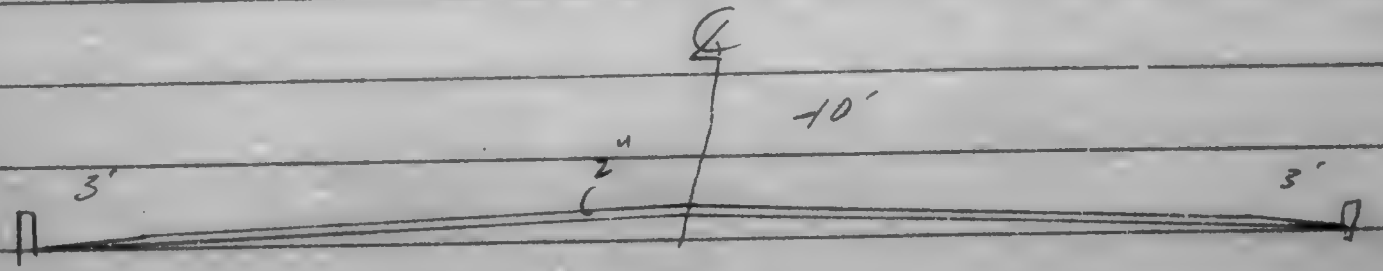
**EXISTING**
Surface Now in Place: A.C. ______ Oil ✓ Gravel ______ Concrete ______
Surface Width: ______ Ft.
Shoulder-to-Shoulder Width: ______ Ft.
Curb-to-Curb Width: 40 Ft.
Right-of-Way Width: ______ Ft.
Remarks: ______

**PROPOSED**
Surfacing: A.C. ✓ Oil ______ Other ______
Pavement Width: 40 Ft.
Shoulder Width: ______ Ft.
C-C Width: 40 Ft.
BASE DESIGN: A.C: 2 in. Base: ______ in. Lime T.S.G.: ______
Length: 0.41 Mile, ______ Ft.
Type Curb: ______ Walks ______ Ft.
Remarks: ______

8-18-76 **ESTIMATE** Prices Include 8% Mobilization

| | Unit | Gross | Price | Amount | |
|---|---|---|---|---|---|
| Temp. Prot. & Direct Traffic | All | 100% | $ | $ 1580 | 1360 |
| General Excavation | Cu. Yd. | | | | |
| Aggr. Base | Cu. Yd. | | | | |
| ____ Aggr. Base ____ Deep | Sq. Yd. | | | | |
| Cement Treated Subgrade | Cu. Yd. | | | | |
| Cement in Treatment | Ton | | | | |
| Class "C" in AC 2 Deep | Sq. Yd. | 8900 | 350 | 31,150 | 26,700 |
| Concrete Inlets | Each | | | | |
| Concrete Curbs | Lin. Ft. | | | | |
| Concrete Walks | Sq. Yd. | | | | |
| Concrete Driveways | Sq. Yd. | | | | |
| ____ Inch Sewer Pipe | Lin. Ft. | | | | |
| ____ Inch Culvert Pipe | Lin. Ft. | | | | |
| Adjust Manholes | Each | | | | |
| Adjust Inlets | Each | | | | |
| Asphalt in Tack | Ton | 2 | 250.00 | 500- | 520 |
| | | | TOTAL | $33,230- | 28,560 |
| Engineering and Contingencies | | | (20%) | 6,650- | 5,710 |
| | | | TOTAL | $39,880 | 34,270 |
| City's Estimated Share of Survey | | | | $ 1120 | 680 |
| | | | TOTAL ESTIMATED COST | $40,000 | 34,950 |

Redmond 0.41 = 2165'

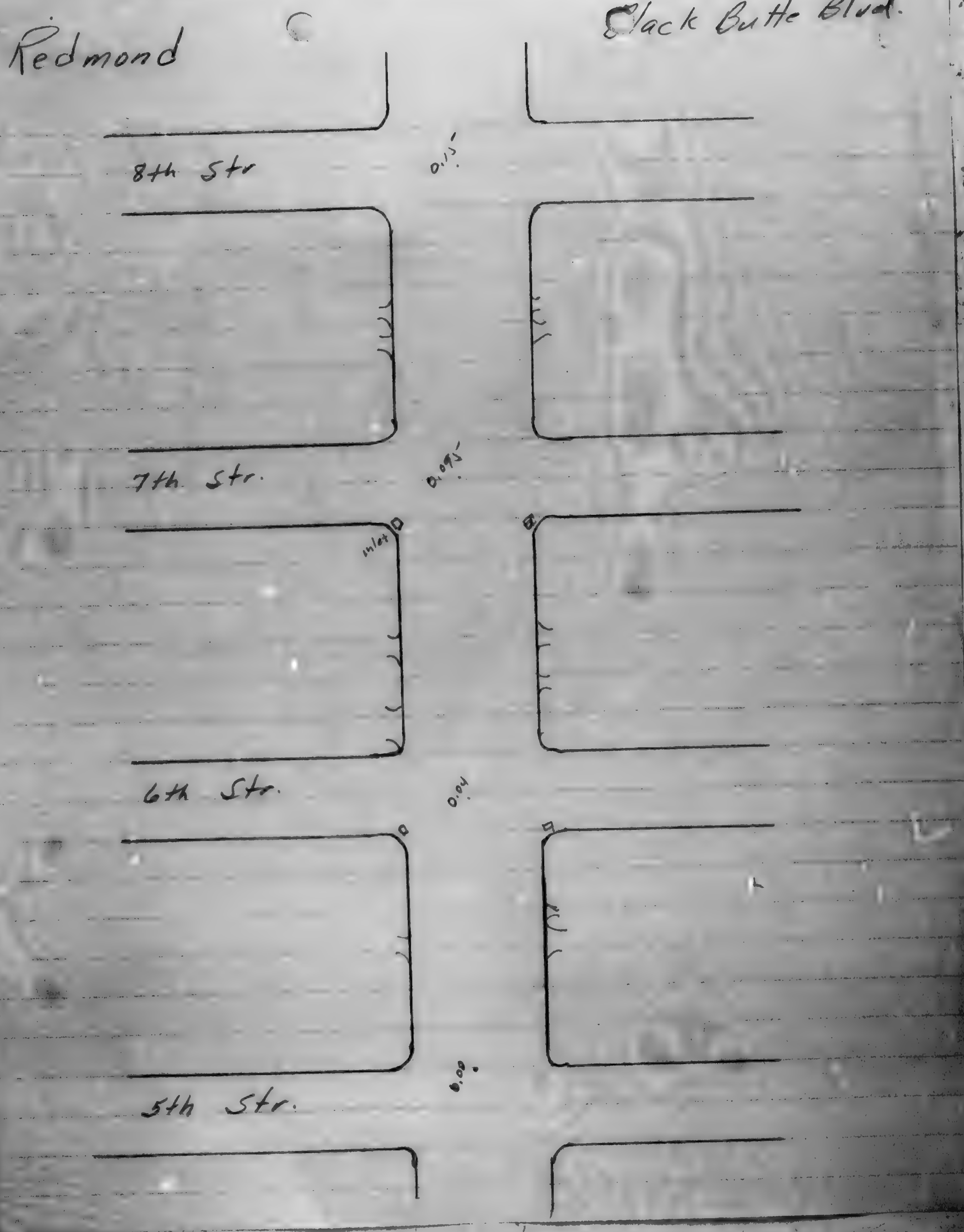


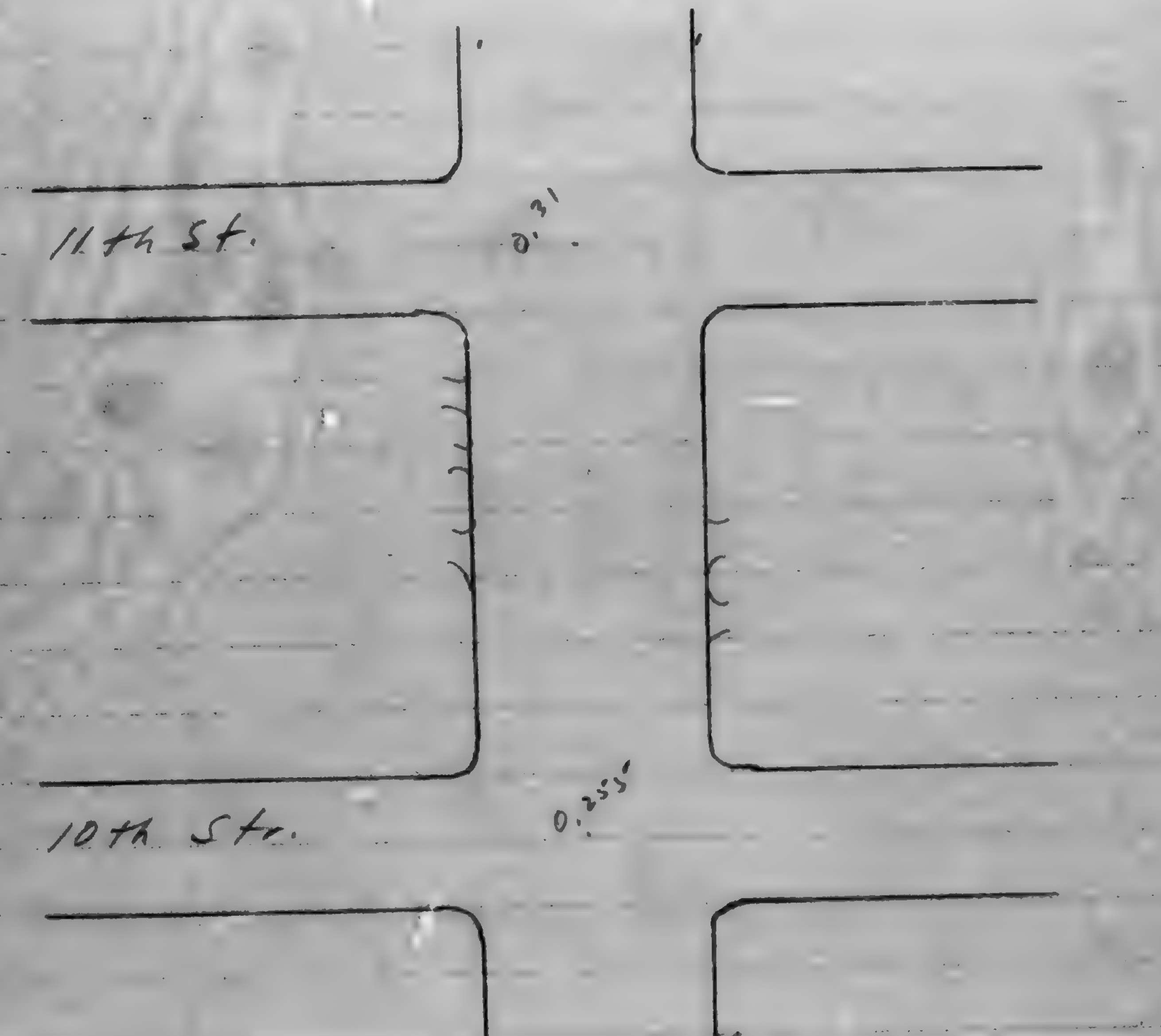
Paving

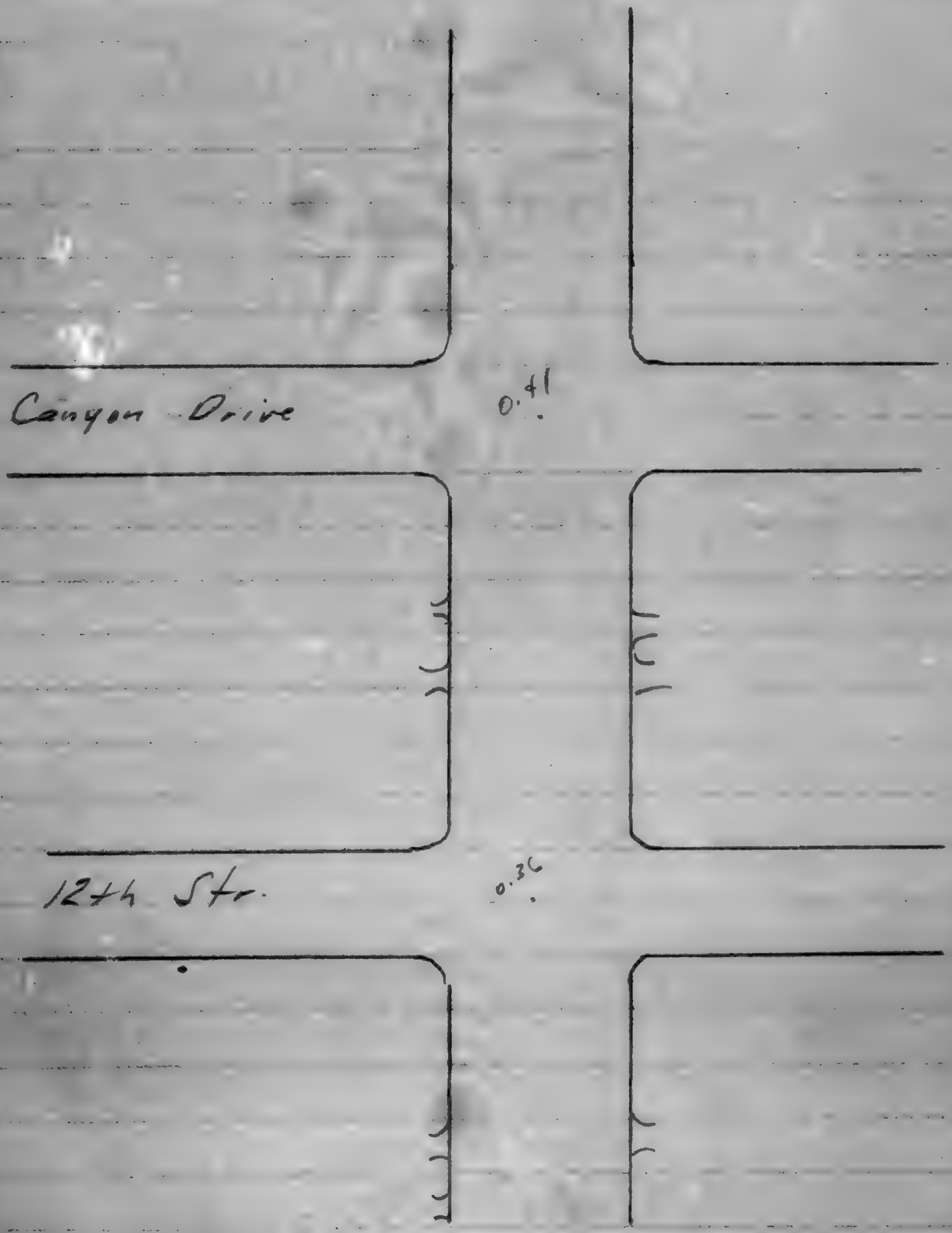
$\frac{37' \times 2165}{9}$ = 8900 Sq yd.

Tack Coat.

37 x 2165 x .0000182 = $1.^{\underline{5}}$ Ton.


Redmond
Black Butte Blvd.
8th Str
0.15'
7th Str.
0.095'
inlet
6th Str.
0.04
0.00
5th Str.


11th St.
0.31
10th Str.
0.255
9th Str.
0.20
School Yard.


Canyon Drive
0.41
12th Str.
0.36

Redwood Block Boundary – [illegible] 76

8th Str. Looking East

8th Str. looking west

4-16-76

Redmond - Black Butte Rd

8th St. looking west

D 505031 D

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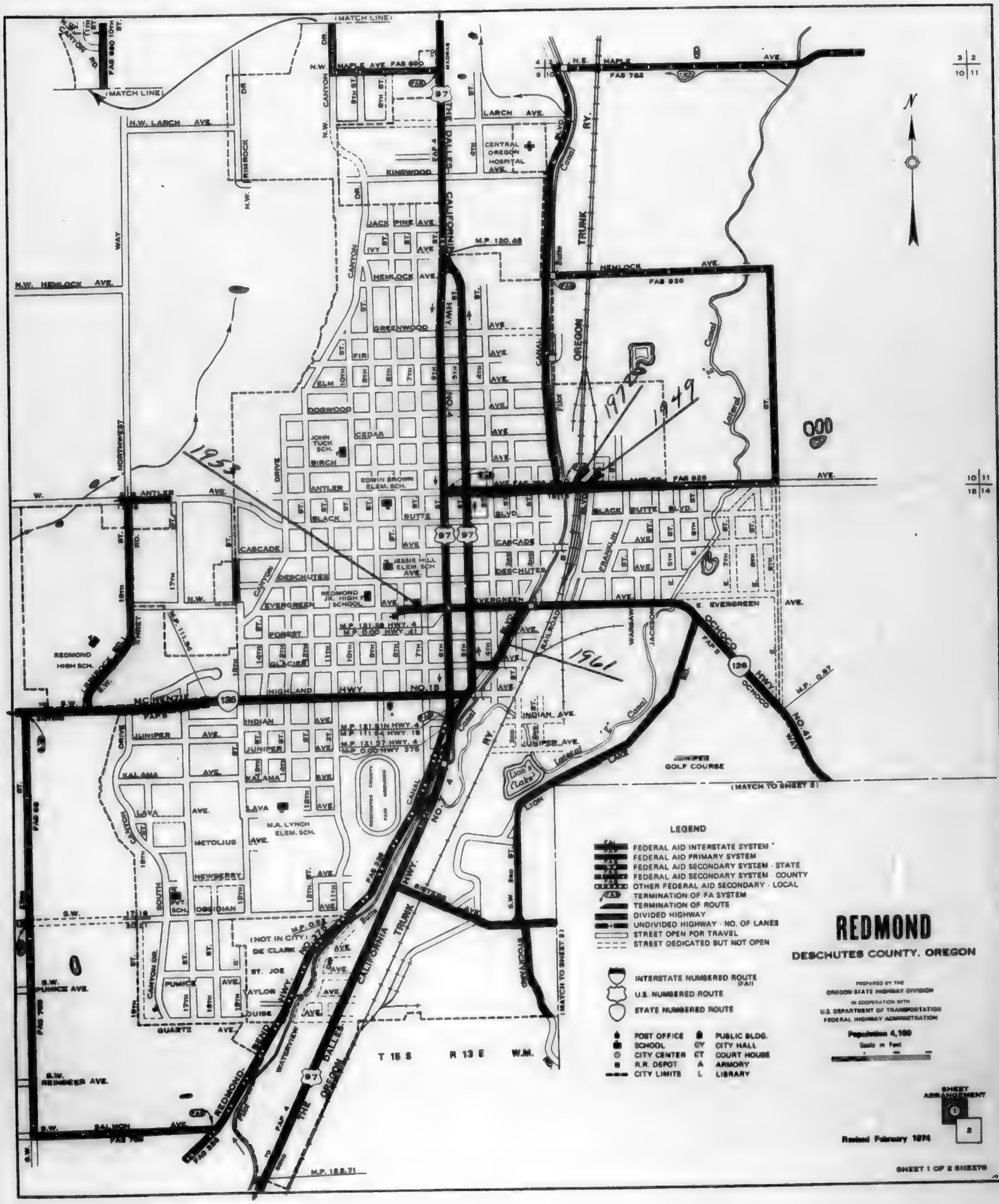
4-16-76

Redmond - Black Butte Rd

9th St. looking east

D 505031 D


(MATCH LINE)
N.W. MAPLE AVE. FAS 880
N.E. MAPLE AVE.
FAS 782
N.W. LARCH AVE.
LARCH AVE.
CENTRAL OREGON HOSPITAL
KINGWOOD AVE.
JACK PINE AVE.
IVY
HEMLOCK AVE.
N.W. HEMLOCK AVE.
FAS 926
GREENWOOD
FIR
ELM
DOGWOOD
CEDAR
BIRCH
JOHN TUCK SCH.
EDWIN BROWN ELEM. SCH.
ANTLER
W. ANTLER AVE.
BLACK BUTTE BLVD.
CASCADE
DESCHUTES
JESSIE HILL ELEM. SCH.
REDMOND JR. HIGH SCHOOL
EVERGREEN
E. EVERGREEN AVE.
FOREST
GLACIER
HIGHLAND HWY. NO. 15
MCKENZIE
FAP 8
REDMOND HIGH SCH.
INDIAN AVE.
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS
NEWBERRY
OBSIDIAN
M.A. LYNCH ELEM. SCH.
DESCHUTES COUNTY FAIR GROUNDS
GOLF COURSE
Lion's Lake
OCHOCO HWY. NO. 41
M.P. 0.87
THE DALLES CALIFORNIA HWY. NO. 4
OREGON TRUNK RY.
M.P. 120.48
DE CLARK
ST. JOE
TAYLOR
LOUISE AVE.
PUMICE AVE.
QUARTZ AVE.
S.W. REINDEER AVE.
S.W. SALMON AVE.
FAS 785
REDMOND-BEND HWY.
WATERVIEW
FAP 4
M.P. 122.71
(NOT IN CITY)
T 15 S R 13 E W.M.
(MATCH TO SHEET 2)
126
97
1953
1961
1972
1949

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ▲ | POST OFFICE | ■ | PUBLIC BLDG. |
| ■ | SCHOOL | CY | CITY HALL |
| ◎ | CITY CENTER | CT | COURT HOUSE |
| ■ | R.R. DEPOT | A | ARMORY |
| — — | CITY LIMITS | L | LIBRARY |

# REDMOND

## DESCHUTES COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

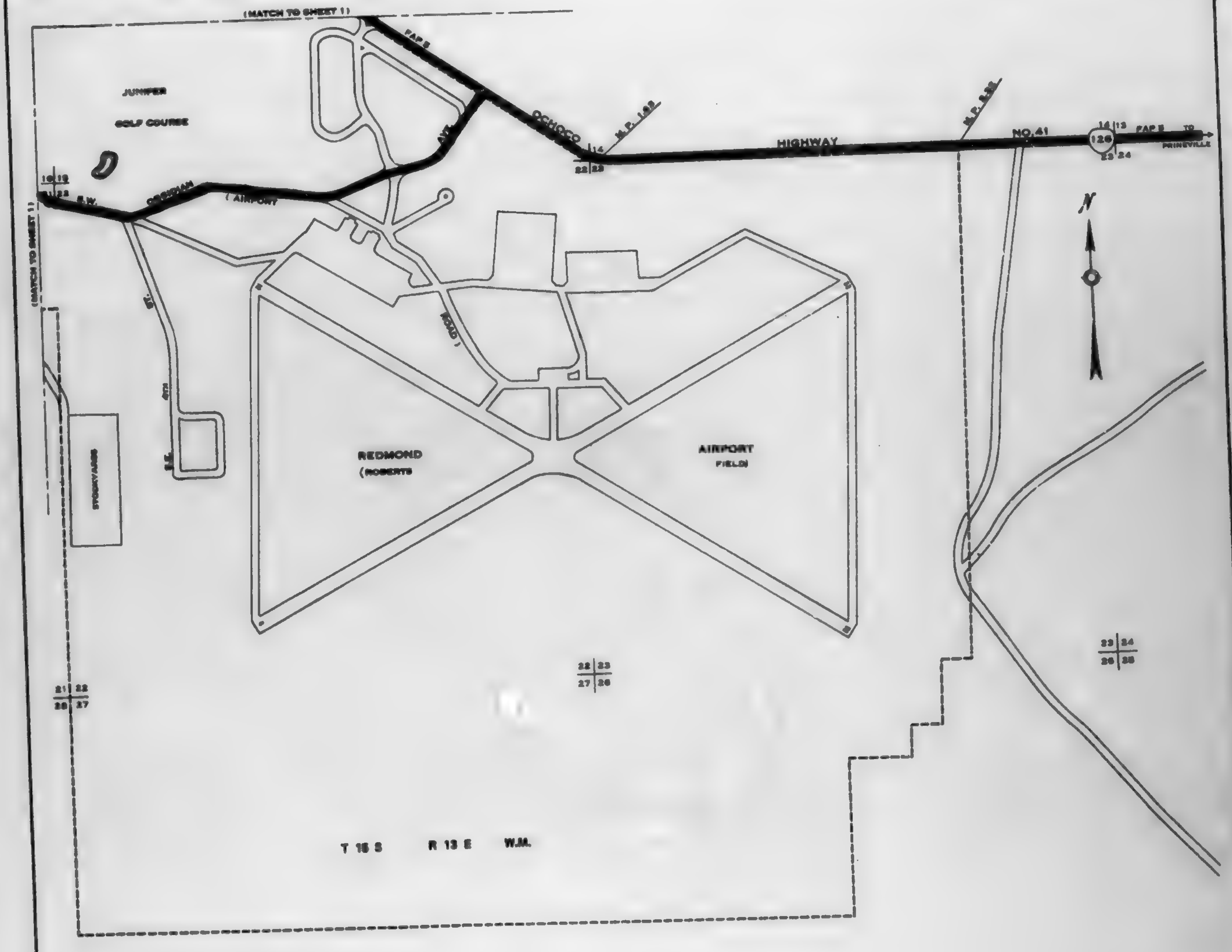
Population 4,190

Scale in Feet

SHEET ARRANGEMENT

Revised February 1974

SHEET 1 OF 2 SHEETS



(MATCH TO SHEET 1)
FAP 5
JUNIPER
GOLF COURSE
AVE.
OCHOCO
M.P.
HIGHWAY
M.P.
NO. 41
126
FAP 5
TO PRINEVILLE
14 | 13
23 | 24
14
22 | 23
16 | 15
21 | 22
S.W.
OBSIDIAN
(AIRPORT
(MATCH TO SHEET 1)
ST.
ROAD)
4TH
S.E.
STOCKYARDS
REDMOND
(ROBERTS
AIRPORT
FIELD)
N
23 | 24
26 | 25
22 | 23
27 | 26
21 | 22
28 | 27
T 15 S R 13 E W.M.

# REDMOND

DESCHUTES COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,1[illegible]

Scale in Feet

SHEET ARRANGEMENT

1

2

Revised February 1976

SHEET 2 OF 2 SHEETS

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

| | | | |
|---|---|---|---|
| ▲ | POST OFFICE | ■ | PUBLIC BLDG. |
| ▲ | SCHOOL | CY | CITY HALL |
| ◎ | CITY CENTER | CT | COURT HOUSE |
| ● | R.R. DEPOT | A | ARMORY |
| — | CITY LIMITS | L | LIBRARY |

County Roads 2/9/76
Previous Projects

8758

SCA-77

**CITY OF REDMOND**

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

February 3, 1976

George N. Hopkins
Project Development Engineer
Room 203 State Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Enclosed is the completed resolution and project data form requesting aid from the annual $250,000 Special City Allotment fund.

Please let us know if you need any additional information.

Sincerely yours,

CITY OF REDMOND

Edward D English

Edward D. English
City Administrator

EDE:f
Encs.

Fred

PROJECT MANAGEMENT
FEB -4 '76
REFER TO:
FOR
☐ Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me

RECEIVED
COUNTY & CITY SECTION
FEB 6 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

# RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Redmond is an incorporated city of the State of Oregon and has a population of 4525 as given by the latest official census; and

WHEREAS, the following streets of said city,

Black Butte Blvd. from S. 5th to S. Canyon Drive

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Revision

4. That the City of Redmond does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Edward D. English as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27th day of JANUARY, 19 76.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of REDMOND OREGON at a regular or special meeting of said Council, held on the 27th day of JANUARY, 19 76, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 28th day of JANUARY, 1976.

City Recorder

**PROJECT DATA.** CITY OF Redmond Date January 29, 1976

To be financed by Special City Allotment Fund and necessary city funds.

Street name BLACK BUTTE BLVD.
(Locate project on attached map.)

Project length 2,182 feet

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: ______ feet, width of shoulders: _____ feet

Curbed section; width curb to curb: 40 feet

Remarks ______

**Surface now in place:** Oil X Paving ____ Gravel ____

Present surface width: 40 feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes x No ____

Give width of intersecting streets: 3 - 40 ft. (rest are 36 ft.)

Are intersecting streets curbed? Yes X No ____

Remarks curbs are all in on intersecting streets

**CONCRETE CURBS:**

Now in place? Yes ____ No ____

Width between present curbs: ______ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: ________ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: curbs are all in place

**SIDEWALKS**

Are sidewalks now in place? Yes____ No____ No sidewalks involved

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks________________________________________________

________________________________________________________

**STORM SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Bubble drains only plus wells - should be replaced and added to

Now in place? Yes_X_ No____

If yes, are they adequate for increased flow? Yes____ No_X_

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

**SANITARY SEWERS** - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No_X_ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ________feet

Remarks________________________________________________

________________________________________________________

________________________________________________________

SCA

**WATER MAINS:** (City to adjust if required.)

Now in place? Yes ___ No X

If yes, how deep from present surface? ________ feet

Remarks No mains on Black Butte - cross mains only

**DRIVEWAYS:**

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? 6 driveways - 10 alley breakdowns

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes X No ___ (If yes, please include copy of ordinance.)

Remarks ________

**FRANCHISED UTILITIES:** (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Cascade Natural Gas and Pacific Power & Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? United Telephone

Railroad tracks? Yes ___ No X

Which company? ________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ________

**WORK TO BE DONE BY CITY AS PART OF PROJECT:**

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks Request bubble drains be replaced and extended where necessary. Request from nothing to maximum 2" asphaltic concrete overlay. Depending on accuracy of curb and present street grade

**GENERAL INFORMATION:**

Are city finances available? Yes ___ No X

When available? Date ___

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: City Shops

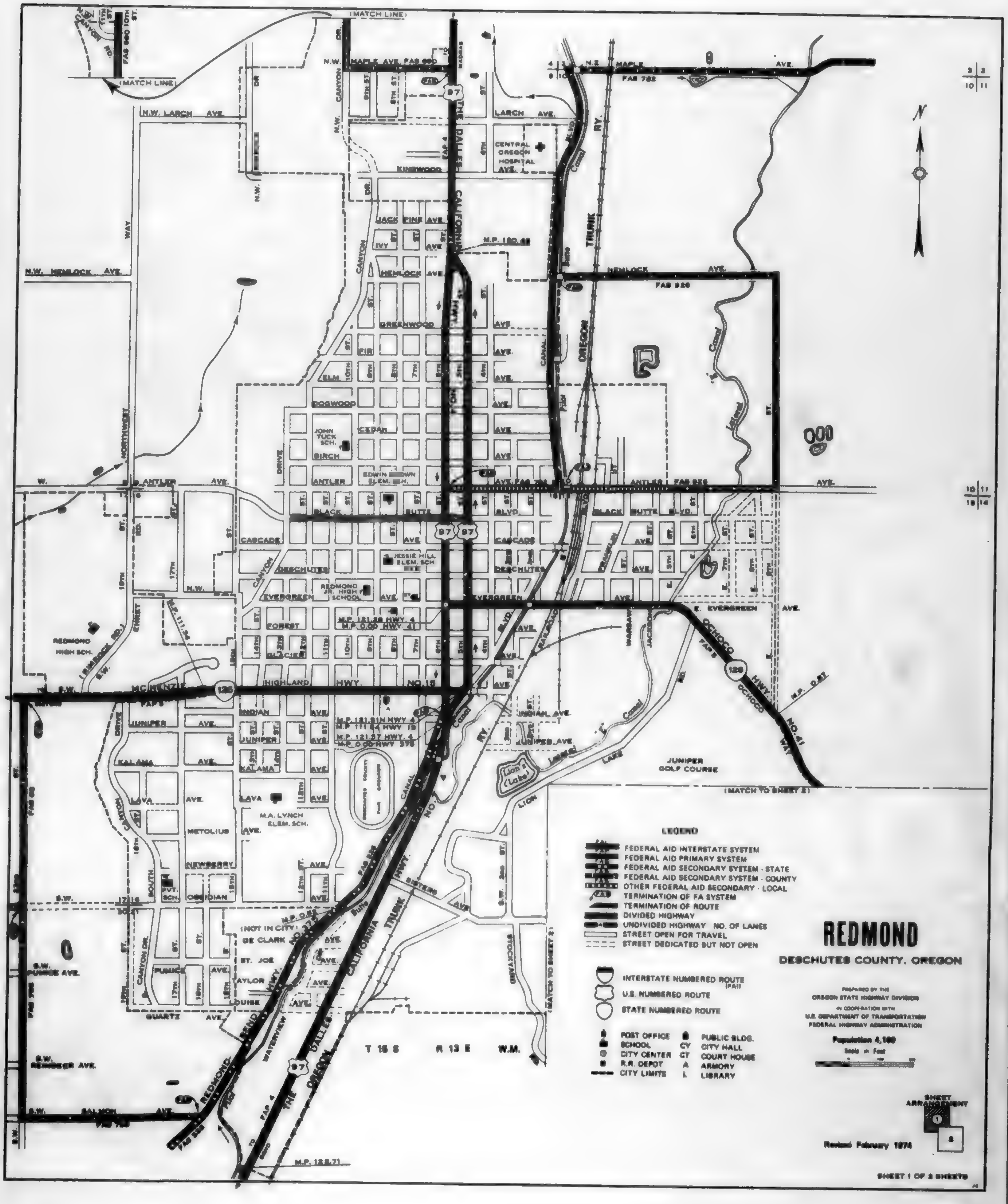
General remarks: ___

Ronald L. Bryant

By ___
Mayor

By ___
~~City Recorder or~~ City Manager

By ___
~~City Engineer~~
Superintendent of Public Works


(MATCH LINE)
N.W. MAPLE AVE. FAS 960
N.E. MAPLE AVE.
FAS 762
FAS 960 10TH ST.
CANYON
N.W. LARCH AVE.
LARCH AVE.
CENTRAL OREGON HOSPITAL
KINGWOOD AVE.
THE DALLES CALIFORNIA
FAP 4
97
MADRAS
JACK PINE AVE.
IVY AVE.
M.P. 120.46
HEMLOCK AVE.
N.W. HEMLOCK AVE.
FAS 926
GREENWOOD AVE.
FIR AVE.
ELM AVE.
DOGWOOD AVE.
CEDAR AVE.
BIRCH AVE.
JOHN TUCK SCH.
EDWIN BROWN ELEM. SCH.
W. ANTLER AVE.
ANTLER AVE. FAS 926
NORTHWEST WAY
OREGON TRUNK RY.
CANAL
BLACK BUTTE BLVD.
CASCADE AVE.
DESCHUTES AVE.
JESSIE HILL ELEM. SCH.
REDMOND JR. HIGH SCHOOL
EVERGREEN AVE.
E. EVERGREEN AVE.
N.W.
FOREST AVE.
GLACIER AVE.
M.P. 121.29 HWY. 4
M.P. 0.00 HWY. 41
M.P. 111.94
REDMOND HIGH SCH.
HIGHLAND HWY. NO. 15
MC KENZIE
126
OCHOCO HWY. NO. 41
FAP 8
M.P. 0.87
INDIAN AVE.
JUNIPER AVE.
M.P. 121.51 HWY. 4
M.P. 111.54 HWY. 15
M.P. 121.97 HWY. 4
M.P. 0.00 HWY. 370
KALAMA AVE.
LAVA AVE.
DESCHUTES COUNTY FAIR GROUNDS
M.A. LYNCH ELEM. SCH.
METOLIUS AVE.
NEWBERRY AVE.
OBSIDIAN AVE.
PVT. SCH.
SOUTH CANYON DR.
LION'S LAKE
JUNIPER GOLF COURSE
(MATCH TO SHEET 2)
(MATCH TO SHEET 2)
SISTERS AVE.
STOCKYARD
(NOT IN CITY)
DE CLARK AVE.
ST. JOE
TAYLOR
LOUISE AVE.
QUARTZ AVE.
S.W. PUMICE AVE.
S.W. REINDEER AVE.
S.W. SALMON AVE. FAS 752
FAS 750
WATERVIEW
REDMOND-BEND HWY.
THE DALLES CALIFORNIA HWY. NO. 4
FAS 338
FAP 4
TO BEND
M.P. 122.71
T 15 S
R 13 E
W.M.
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet
SHEET ARRANGEMENT
1
2
3 2
10 11
10 11
15 14

REDMOND

DESCHUTES COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 4,190

Revised February 1974

SHEET 1 OF 2 SHEETS

8759 Garden Valley Blvd.-Fairgd 1978
Intchg. Sec. of Pac. Hwy.
(Grading, paving & landscaping)

#8759 12-3-80

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Douglas | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-3-80 | REPORT MADE BY<br>T. P. Lowe, Area Engineer | | PROJECT NO.<br>I-5-3(114)126 |
| COMPLETION DATE<br>3-10-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5-16-80 | TIME ELAPSED<br>100 % | CONTRACT TIME<br>220 |
| APPROVED EXTENSIONS<br>25 | LOCATION<br>See below | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GARDEN VALLEY BLVD.-FAIRGROUNDS INTCHG.
PACIFIC HIGHWAY

Two urban interchange areas in Roseburg were landscaped and a section of bikepath between the Umpqua River and Garden Valley Blvd. was constructed adjacent to I-5. Necessary irrigation equipment was also installed.

RECEIVED
STATE HWY ENGR
DEC 8 -'80
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

12-8
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Original Signed by<br>T. P. LOWE<br>T. P. Lowe | | SIGNATURE<br>Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>12-4-80 | TITLE<br>Field Operations Engineer | DATE<br>12/5/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 7-1-80

#8759 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.: -5-3(114)126

STATE PROJECT NO.: See below

PROGRAM NO.:

COUNTY NAME: Douglas

ITEM NO.: 80258

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL-7'80
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 5/31/78 | 6/9/80 | Interstate 5 |
| | | STATE ROUTE NUMBER |
| | | Primary 1 |

GENERAL LOCATION:
Garden Valley Blvd. - Fairgrounds Interchange

GENERAL DESCRIPTION OF WORK:
Repair Irrigation System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 6/9/80, as requested in Mr. Keasey's letter of 6/18/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 10 is approved for TEC NTE $4,100 Federal Funds $3,781.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 7/1/80 | G. K. Hoener | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1979-691-886

#8759

L.

July 1, 1980

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COM 3
Contract #8759

Gentlemen:

A post-final payment for $339.30 will be made to Paul Brothers, Inc. on Contract No. 8759 for work on the Garden Valley Boulevard-Fairgrounds Interchange Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $368,960.18 including the post-final payment. Of the total $201.13 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dms
cc: Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

Boyd & Company Insurance
10201 S.E. Washington
Portland, OR 97216

bc: C. T. Kenney
Walt Hart
Alfred Shirley

#8759

L

STATE OF OREGON

Highway Construction
DEPT

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8759

TO: Memo to File

DATE: June 30, 1980

FROM: M. D. Glenn
Quality Control Engineer

SUBJECT: Garden Valley Blvd.-Fairgrounds Interchange
FAP No. I-5-3(114)126
Contract No. 8759

June 30, 1980, I discussed with Tom Lowe, FHWA, our reimbursement to Paul Brothers, Inc., the $559.30 reduction in price for acceptance of the non-spec. Class "C" A.C. mixture. This reimbursement was due to resident engineer failing to notify contractor of failing test results in a timely manner.

Mr. Lowe informed me FHWA acceptance of this project would be subject to the $559.30 being credited to the project on a nonparticipating basis.

MDG:fr

cc: H. S. Coulter
FHWA
James Gix
John Jenkins
Ron Busey
Bob Church
Janice Peterson
Test File

RECEIVED
STATE HWY ENGR
JUL - 1 '80
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| R | | | | | | |

8759 4-22-80 I-5

## STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Garden Valley - Fairgrounds Intr.
Highway: Pacific
County: Douglas

Contract No. 8759
Prefix: 610-1082-900
F.A. No: I-0053114

### SUMMARY

| Item | Original | Semi-Final | %(+or-) |
|---|---|---|---|
| Bid Items | $349,568.00 | $333,673.00 | -4 |
| Anticipated Items | 19,655.00 | 5,005.00 | -75 |
| Contingencies | 16,615.00 | 35,957.00 | +116 |
| Engineering | 33,230.00 | 60,000.00 | +4 |
| Total | $419,068.00 | $434,634.00 | +108 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

| | Original | Final | ±% |
|---|---|---|---|
| B.I. #6 Embankment in Place | 360 Cu.Yd | 1112 | +208 |

Bike path connection to Garden Valley Blvd. (Sta. 35+00 to 42+13) required more embankment than original estimate. Also final quantity includes material on Cul-de-Sac which was an anticipated item. The contractor elected to make Cul-de-Sac embankment at contract unit costs.

| | Original | Final | ±% |
|---|---|---|---|
| B.I. #9 Class "C" Asphalt | 605 Ton | 1088 | +80 |

Bid Item unit total includes Cul-de-Sac quantity. Bike path quantity is very near estimated quantity. Therefore original quantity estimated for the Cul-de-Sac appears to be in error.

| | Original | Final | ±% |
|---|---|---|---|
| Engineering | $33,230 | $60,000 | +80 |

The nature of this project requires more engineering hours, as there are numerous items to layout, constant surveilance of contractors activities and many plants, shrubs, trees, etc. to count and recount. This project was also overrun in time plus establishment period was extended.

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RECEIVED
APR 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

8759

4-22-80

I-5

# Narrative Report

Garden Valley Blvd. -
Fairgrounds Interchange
Contract No. 8759

Contractor: Paul Brothers Inc.
29 N.E. 148th Ave.
Portland, Or 97230

Resident Engineers:

Alfred Bates;

Began Project July 10, 1978
Retired December 31, 1978

Curtis H. Duval;

Assumed Alfred Bates' crew and duties January 1, 1979.
Promotion and transfer to Metro Location August 20, 1979.

Bobby D. Johnson;

Assumed Curtis H. Duval's crew and duties August 20, 1979.
Transferred to Pendleton September 17, 1979.

Alva D. Vohland;

Assumed Bobby D. Johnson's responsibilities September 17, 1979.
Replaced by Resident Engineer Ronald V. Busey January 24, 1980.

Ronald V. Busey;

January 24, 1980 to completion April 1, 1980.

Scope of Project:

This project consisted of installing an irrigation system and landscaping the Fairgrounds Interchange, installing an irrigation system, landscaping and planting lawnbeds at the Harvard Interchange and constructing a bicycle path parallel to I-5 from the North end of the South Umpqua (Hospital Bridge) to the Garden Valley Blvd.

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History of Project:

I. The contract was awarded to Paul Brothers, Inc. on June 26, 1978. The Specified Completion was 220 Calendar Days. A time Extension was requested by the contractor for an additional 25 calendar days. This request was granted by the Highway Commission and the project was completed within the extended time frame.

II. Irrigation System

The contractor began installation of the irrigation system August 3, 1978 with final installation and testing completed January 22, 1979. The installation of the system was accomplished with the normal problems of trying to find existing conduits installed on the previous contract.

A. Price Agreement Number Three was initiated to compensate the contractor for installing conduits or excessive time encountered in searching for conduits which were not in the location as detailed on the plans. The only way I can see to prevent this type of problem from occurring on future projects, when we install a conduit for future use, is to install a riser at each end of the conduit so that it is plainly visible.

B. Price Agreement Number Six:

A portion of this price agreement was written to revise the emitter system riser pipes as detailed on the plans, Sheet Number 11. The intent of the price agreement was to have the emitter riser pipe terminate at ground level to install the emitter at this point. This would keep the entire emitter system at ground level and when the bark mulch (2 inches) was applied the entire emitter system would not be visible. This would have prevented a great deal of vandalism to the system as most of the project is located by the Roseburg High School or adjacent to the bike path.

I do not have any explanation as to why the emitter system was not installed as per the price agreement, as the concept was great. The riser pipes do have as elbow on them, but in many cases, they still extend above the bark mulch and are visible. Therefore many of the emitter systems tubings are still being pulled out and destroyed by valdals.

III. Irrigation Pump and Supply Line:

The irrigation pump system was installed as per drawing no. 33387 of the plans. The 4 inch galvanized supply line from the pump system was revised to allow the installation to be on the right overhang area of the structure.

The pump system was utilized during the fall irrigating season of 1979. The system was operating very well after some minor adjustments. One adjustment was the lowering of the submersible pump within Pier 4 encasement. I am not sure as to why the pump was installed as it was and then lowered at a later time however, I did observe the system operating after lowering the pump and it appeared to be working satisfactorily.

This past winter of 1979, the 4 inch galvanized supply line on the structure (from the submersible pump) and the sand separator froze and ruined several sections of the pipe as well as the sand separator.

Apparently the system was not winterized by the maintenance personnel. A drain valve should have been installed to drain the line during the winter months. I am sure that precautions will be taken to prevent this from happening again.

IV. Landscaping:

I feel the contractor did an excellant job of obtaining healthy specimens for the project. there were a number of replacements during the project, however many of the replacement plants were necessitated by the "Famous Mt. Nebo Goats".

The total of trees, shrubs and ivy stipulated in the contract was 26,473. Near the end of the original plant establishment period a count was made to determine corrective action to be taken by the contractor. We determined that there were 58 missing plants and 953 dead specimens for a total of 1,011 plants to be replaced. This amounts to a 4 percent replacement factor. The contractor stated to me that he was very satisfied and this particular project had fewer replacements than other projects of this magnitude.

A. Price Agreement Number One:

This price agreement was initiated to delete Bid Item Number 18, Soil Conditioner and substitute a local source of bark mulch as a soil conditioner. The bark mulch was well rotted and with the addition of fertilizers, the change resulted in a savings to the contract in the amount of $9,690.00.

B. Price Agreement Number Four:

The contract specified 1,373 Redleaf Japanese Barberry plants 18"-24". The contractor was unsucessful in obtaining this size of plant, therefore P.A. No. 4 was initiated to change the size to 12"-15" with a price reduction of 65 cents per plant.

C. Price Agreement Number Five:

This price agreement was initiated to change several areas of the landscaping. One area along the "C" Line was predominately in a rock cut. This area was to receive irrigation and shrubbery. This area was deleted. An area on the West Chatham Drive was scheduled for a lawn area. It was decided to change this area to shrubs and barkmulch to decrease the maintenance to the area.

D. Price Agreement Number Seven:

The contractor purchased an excess of the required number of shrubs and trees. He offered the plants at a reasonable price to the State.

E. Price Agreement Number Eight:

As mentioned previously, the goats devoured a number of plants. The Fairgrounds Interchange, particularly the west side, was a favorite target for the goats. In particular, the contractor had difficulty establishing English Ivy. Therefore, this price agreement was initiated to replace 1,024 Ivy plants with shrubs, Tamarix and Pfitzer Juniper.

F. Price Agreement Number Nine:

The contractor planted shrubs and trees which did not meet specification standards, in some instances. However, the quantity was very minute. This price agreement was initiated to purchase the shrubs and trees at a reduced price inasmuch as the specimens were healthy and growing good.

G. Price Agreement Number Ten:

The initial Plant Establishment Period for this project ended on June 30, 1979. The final count of replacement plants needed at that time was 1,011 shrubs, trees and vines. The contractor was apprehensive about replacing the plants after the spring planting season, therefore he proposed to plant the replacement plants during the fall planting season of 1979. The price agreement was established to allow the contractor to plant during the fall planting season with an extended establishment period which ended March 31, 1980 for the replacement plants. A final inspection was made in late March and the entire project looked very good.

H. Conclusion:

Although I had very little to do with the project, other than to final it, I feel the overall appearance and workmanship is very good. Probably the most adverse condition is the excessive amount of clover within the lawn beds.

V. Bikeway:

Construction began August 30, 1978 on the bikepath. This work consisted of removing the existing sod, placing embankment where needed, stabilizing the subgrade with lime and placing 3 inches of Class "C" Asphaltic Concrete for the wearing coarse. All of this work completed October 27, 1978.

A. At Sta. 34+70 on the bike path, the finish grade was constructed too low as it created a pond which resulted in water standing on the path. A six-inch culvert pipe was placed across the path and additional "AC" patching material placed to raise the finish grade.

VI. Final Analysis:

As I have mentioned, throughout this report, I feel the entire project was completed with good workmanship qualities from the contractor. There were some problem areas throughout the project but I feel we created as many problems to the contractor as he built into the project. In analyzing all of the reports and documents for the project, it is amazing at the number of different inspectors and Residents. I don't feel this was conducive to good management of the project.

Alva D. Vohland
Alva D. Vohland
Ass't Res Engr

## STA ENT OF OVERRUNS AND UNDERRUNS

| | | | |
|---|---|---|---|
| Project: | Garden Valley - Fairgrounds Intr. | Contract No. | 8759 |
| Highway: | Pacific | Prefix: | 610-1082-900 |
| County: | Douglas | F.A. No: | I-0053114 |

### SUMMARY

| Item | Original | Semi-Final | %(+or-) |
|---|---|---|---|
| Bid Items | $349,568.00 | $333,673.00 | -4 |
| Anticipated Items | 19,655.00 | 5,005.00 | -75 |
| Contingencies | 16,615.00 | 35,957.00 | +116 |
| Engineering | 33,230.00 | 60,000.00 | +4 |
| Total | $419,068.00 | $434,634.00 | +108 |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

| | | Original | Final | ±% |
|---|---|---|---|---|
| B.I. #6 | Embankment in Place | 360 Cu.Yd | 1112 | +208 |

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| | | | | |
|---|---|---|---|---|
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Bid Item unit total includes Cul-de-Sac quantity. Bike path quantity is very near estimated quantity. Therefore original quantity estimated for the Cul-de-Sac appears to be in error.

| | | | |
|---|---|---|---|
| Engineering | $33,230 | $60,000 | +80 |

The nature of this project requires more engineering hours, as there are numerous items to layout, constant surveilance of contractors activities and many plants, shrubs, trees, etc. to count and recount. This project was also overrun in time plus establishment period was extended.

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#8759

May 19, 1980

Fireman's Fund Insurance Company
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

CON 3
#8759

Attention: Fidelity & Surety Department

Gentlemen:

Contract No. 8759 awarded to Paul Brothers, Inc., for work on the Garden Valley Boulevard-Fairgrounds Interchange Section of the Pacific Highway in Douglas County was completed on March 29, 1979 and accepted by the State Highway Division on May 16, 1980.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 27, 1980.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
CONSTRUCTION SERVICES

FKN/gnk

cc: Paul Brothers, Inc.
29 N. E. 148th Avenue
Portland, OR 97230

bc: G. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
Alfred Shirley

8759

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments
DEPT

378-6594
TELEPHONE

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: May 16, 1980

FROM: C. T. Keasey
Assistant State Highway Engineer

C T Keasey

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 16, 1980.

| | |
|---|---|
| Contract | 8759, Work Completed March 10, 1979 |
| Project | Garden Valley Blvd.-Fairgrounds Intchge. |
| Highway | Pacific |
| County | Douglas |
| Type of Work | Grading, Paving and Landscaping |
| Contractor | Paul Bros., Inc. |

RDC:mk

cc: H. S. Coulter
R. D. Church

8759

2

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>Garden Valley Blvd.-<br>Fairgrounds Interchange | WEEK ENDING<br>April 5, 1980 |
| | | SECTION PREFIX<br>610-1082 |
| | HIGHWAY<br>Pacific | COUNTY<br>Douglas |
| NAME OF JOB<br>Garden Valley Blvd - Fairgrounds Int | KIND OF WORK<br>Grading, Paving, Landscaping | |
| CONTRACTOR<br>Paul Brothers, Inc | CONTRACT NUMBER<br>8759 | FEDERAL AID PROJECT NUMBER<br>I-5-3(114)126 |
| DATE OF CONTRACT<br>June 26, 1978 | DATE WORK STARTED<br>July 15, 1978 | ESTIMATED COMPLETION DATE<br>Estab. Spring, 1980 |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: SUPERVISION: | SPECIFIED WORK DAYS<br>SPECIFIED CALENDAR DAYS 245 | WORK DAYS USED<br>CALENDAR DAYS USED 244 |
| PROJECT AUTHORIZATION: $ 419,068.45 | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 100 |
| EXCLUSIVE OF ENGINEERING: $ 385,838.35 | ENGINEERING AUTHORIZATION $ 33,230.10 | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 374,634.00 ~~364,000.00~~ | This week<br>ENGINEERING COST TO DATE $ 60,000.00 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104 |
| ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 XX % | PERCENT OF AUTHORIZATION 180 % | DATE PROJECT WAS COMPLETED:<br>March 31, 1980 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | | | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | | | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | | | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | | | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | | | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | 0 | | |
| MONDAY | | 0 | | |
| TUESDAY | | 0 | | |
| WEDNESDAY | | 0 | | |
| THURSDAY | | 0 | | |
| FRIDAY | | 0 | | |
| SATURDAY | | 0 | | |

Keeny
Jackmond
Hopkins
Williams
Johnsen
Glen

K

RECEIVED
APR 7 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | Contractors representative and myself, A.D. Vohland, walked through project to observe corrective work or replacement of plants needing to be done. The overall appearance is good, we did not have any dead plants, shrubs, trees ect. that need to be replaced. |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Status of Project:

Project was complete March 31, 1980, (establihment)
Semi-Final data will be submitted prior to April 11,1980.

Mileage: 2550

SIGNED Alva D. Vohland LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

8759 . L

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>3-89 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | te<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County Douglas |
| MODIFICATION NUMBER<br>3 | 3/10/80 | Project Number<br>I-5-3(114)126 |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 14, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 435,150.00 | $ 447,460.00 |
| Federal funds | $ 401,295.00 | $ 412,640.00 |
| Other revisions | | |

This modification is made for the following reasons: To include increase in construction quantities under P.A.; E.W.O.; & S.F.O., and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of March, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 26, 1980

Federal Aid Project
No. I-5-3(114)126

Garden Valley Blvd. - Fairgrounds Interchange
Pacific Highway in Douglas County

## REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y003

Landscaping (Sta. 2503+50 to Sta. 2622+50)

Subtotal of previous estimate of October 22, 1979 $319,687.30

Previous Estimate

| | | | |
|---|---|---|---|
| Flagman | 320 hr. | 16.00 | $ 5,120.00 |

Revised Estimate

| | | | |
|---|---|---|---|
| Flagman | 369 hr. | 16.00 | $ 5,904.00 |
| Clearing & Grubbing (P.A. #2) | - | Lump Sum | 500.00 |
| Concrete Curbs (P.A. #2) | 295 Lin. Ft. | 3.10 | 914.50 |
| Seeding & Mulching (P.A. #2) | | Lump Sum | 100.00 |
| Guard on pump electrical panel (P.A. #6) | | Lump Sum | 115.00 |
| Furnish & install 12" Culu. Pipe (P.A. #6) | 60 Lin. Ft. | 13.00 | 780.00 |
| Revise emitter irrigation risers (P.A. #6) | | Lump Sum | 888.88 |
| Cyclone fence guard (P.A. #6) | | Lump Sum | 220.00 |
| 6" Culu. pipe (P.A. #6) | 12 Lin. Ft. | 9.29 | 111.48 |
| Adjust Manhole (P.A. #6) | 1 each | 60.00 | 60.00 |
| Remove & Reinstall Sign Posts (E.W.O. #1) | | Lump Sum | 201.13 |
| Install Meters Connect & Pipe (S.F.O. #1) | | Lump Sum | 3,361.00 |
| Purchase water (S.F.O. #2) | | Lump Sum | 1,146.00 |
| Bike Way Signing (S.F.O. #3) | | Lump Sum | 320.00 |
| Spray Clover (S.F.O. #4) | | Lump Sum | 350.00 |
| Lower Pump & Install Flow Meter | | Lump Sum | 300.00 |
| TOTAL | | | $ 15,271.99 |

| | |
|---|---|
| Increase | $ 10,151.99 |
| Subtotal | 329,839.29 |
| Engineering | 49,470.71 |
| TOTAL | $ 379,310.00 |

Type Code Y051

Bikeway (Sta. 2503+50 to Sta. 2529+15.34)

Total the same as previous estimate of October 22, 1979 $ 68,150.00

Length of Roadway - - - - - - - - - - - - -0.0 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Landscaping | $379,310.00 | $349,792.00 | $ 29,518.00 |
| Bikeway | 68,150.00 | 62,848.00 | 5,302.00 |
| TOTAL | $447,460.00 | $412,640.00 | $ 34,820.00 |

Group 1-88%
Group 8-12%
Contract No. 8759
Prefix 610-1082

8759

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NUMBER<br>10-103 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | ate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Douglas |
| MODIFICATION NUMBER<br>2 | 10-24-79 | Project Number<br>I-5-3(114)126 |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 1978, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 414,070.00 | $ 435,150.00 |
| Federal funds | $ 381,850.00 | $ 401,295.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include increase in construction bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

~~By~~ For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 22, 1979

Federal Aid Project
No. I-5-3(114)126

Garden Valley Blvd.-Fairgrounds Intchge.
Pacific Highway
Douglas County

Revised Project Agreement Estimate

Type Code Y003
Landscaping (Sta. 2503+50 to Sta. 2622+50)
Subtotal of previous estimate of July 27, 1979 $314,989.30

| | | | |
|---|---|---|---|
| Previous Estimate | | | |
| Temporary Signs | 190 Sq.Ft. | $ 7.50 | $ 1,425.00 |
| Bark Mulch | 325 Units | 55.00 | 17,875.00 |
| | | | $ 19,300.00 |

| | | | |
|---|---|---|---|
| Revised Estimate | | | |
| Bark Mulch | 375 Units | 55.00 | $ 20,625.00 |
| Temporary Signs | 300 Sq.Ft. | 7.50 | 2,250.00 |
| P.A.#3 Install Conduits | | All Required | 1,123.00 |
| | | | $ 23,998.00 |
| | | Difference | $ 4,698.00 |
| | | Subtotal | 319,687.30 |
| | | Engineering | 47,312.70 |
| | | Total | $367,000.00 |

Type Code Y051
Bikeway (Sta. 2503+50 to Sta. 2529+15.34)
Subtotal of previous estimate of July 27, 1979 $ 45,080.00

| | | | |
|---|---|---|---|
| Previous Estimate | | | |
| Embankment in Place | 360 Cu.Yd. | 10.00 | $ 3,600.00 |
| Class "C" Asphaltic Concrete | 815 Ton | 34.00 | 27,710.00 |
| | | | $ 31,310.00 |

| | | | |
|---|---|---|---|
| Revised Estimate | | | |
| Embankment in Place | 1,104.58 Cu.Yd. | 10.00 | $ 11,045.80 |
| Class "C" Asphaltic Concrete | 1,089.87 Ton | 34.00 | 37,055.58 |
| | | | $ 48,101.38 |

| | |
|---|---|
| Difference | $ 16,791.38 |
| Subtotal | 61,871.38 |
| Engineering | 6,278.62 |
| Total | $ 68,150.00 |

Length of Roadway - - - - - 0.0 Mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Landscaping | $367,000.00 | $338,447.00 | $28,553.00 |
| Bakeway | 68,150.00 | 62,848.00 | 5,302.00 |
| Total | $435,150.00 | $401,295.00 | $33,855.00 |

Group 1 - 88%
Group 8 - 12%

Contract No. 8759
Prefix 610 - 1082

8739 **STATE COPY** 2

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>8-11 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Douglas |
| MODIFICATION NUMBER<br>1 | 7-30-79 | Project Number<br>I-5-3(114)126 |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 14, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 396,759.00 | $ 414,070.00 |
| Federal funds | $ 365,890.00 | $ 381,850.00 |
| Other revisions | | |

This modification is made for the following reasons:

To include approved items, increase in bid item quantities under P.A.#2, and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of July, 1979.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By

Asst. State Highway Engineer
*(Title)*

XX For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Gen file

Oregon State Highway Division
Salem, Oregon July 27, 1979

Federal Aid Project
No. I-5-3 (114)126

Garden Valley Blvd.-Fairgrounds Intchge
Pacific Highway
Douglas County

Revised Project Agreement Estimate

Type Code Y003
Landscaping (Sta. 2503 + 50 to Sta. 2622 + 50)

| | | |
|---|---|---|
| Subtotal of previous estimate of July 6, 1978 | | $311,628.30 |
| Approved Additional Items<br>Install Water Meters (S.F.O#1) | All Required | 3,361.00 |
| | Subtotal | 314,989.30 |
| | Engineering | 47,240.70 |
| | Total | $362,230.00 |

Type Code Y051
Bikeway (Sta. 2503 + 50 to Sta. 2529 + 15.34)

| | | | | |
|---|---|---|---|---|
| Subtotal of previous estimate of July 6, 1978 | | | | $ 37,940.00 |
| Previous Estimate<br>Class "C" Asphalt Concrete Mixture | 605 | Ton | 34.00 | $ 20,570.00 |
| Revised Estimate<br>Class "C" Asphalt Concrete Mixture | 815 | Ton | 34.00 | $ 27,710.00 |
| | | | Increase | $ 7,140.00 |
| | | | Subtotal | 45,080.00 |
| | | | Engineering | 6,760.00 |
| | | | Total | $ 51,840.00 |

Length of Roadway. . . . . 0.0 Mile

Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Landscaping | $362,230.00 | $334,048.00 | $28,182.00 |
| Bikeway | 51,840.00 | 47,802.00 | 4,038.00 |
| Total | $414,070.00 | $381,850.00 | $32,220.00 |

Group 1-88%
Group 8-12%
Contract No. 8759
Prefix-610-1082

8752

STATE COPY

OMB No. 04-R2089

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| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>1-80 | . S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-14-78 | te Oregon<br>County Douglas<br>Project No. I-5-3(114)126 |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Garden Valley Blvd., S. 2.32 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 0.00 |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 92.22 %

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 396,759.00 | FEDERAL FUNDS<br>$ 365,890.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E J Hunter
Technical Services Engineer
*(Title)*
For: H.S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUL 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. I-5-3(114)126

Garden Valley Blvd.-Fairgrounds Intchge.
Pacific Highway
Douglas County

Project Agreement Estimate

### Type Code Y003
### Landscaping (Sta. 2503+50 to Sta. 2622+50)

| | | | |
|---|---|---|---|
| Mobilization | All Required (90%) | | $ 23,400.00 |
| Temporary Protection and Direction of Traffic | All Required (90%) | | 3,150.00 |
| Temporary Signs | 190 Sq.Ft. | $ 7.50 | 1,425.00 |
| Flagmen | 288 Hr. | 16.00 | 4,608.00 |
| Furnishing and Planting Conifer Trees | 306 Each | 28.00 | 8,568.00 |
| Furnishing and Planting Bare Root Trees | 107 Each | 22.00 | 2,354.00 |
| Furnishing and Planting Container Shrubs | 9,123 Each | 4.10 | 37,404.30 |
| Furnishing and Planting Deciduous Shrubs | 5,797 Each | 4.00 | 23,188.00 |
| Furnishing and Planting English Ivy | 11,140 Each | 0.40 | 4,456.00 |
| Bark Mulch | 325 Unit | 70.00 | 22,750.00 |
| Lawn Construction | 4 Acre | 4,800.00 | 19,200.00 |
| Soil Conditioner | 3,400 Cu.Yd. | 10.00 | 34,000.00 |
| Irrigation System | All Required | | 132,000.00 |
| | Subtotal | | $311,628.30 |
| | Engineering | | 42,069.70 |
| | Total | | $353,698.00 |

### Type Code Y051
### Bikeway (Sta. 2503+50 to Sta. 2529+15.34)

| | | | |
|---|---|---|---|
| Mobilization | All Required (10%) | | $ 2,600.00 |
| Temporary Protection and Direction of Traffic | All Required (10%) | | 350.00 |
| Temporary Signs | 20 Sq.Ft. | $ 7.50 | 150.00 |
| Flagmen | 32 Hr. | 16.00 | 512.00 |
| Removal of Fence | 56 Lin.Ft. | 3.00 | 168.00 |
| Embankment in Place | 360 Cu.Yd. | 10.00 | 3,600.00 |
| Lime Treated Subgrade | 3,600 Sq.Yd. | 1.50 | 5,400.00 |
| Lime for Treated Subgrade | 40 Ton | 100.00 | 4,000.00 |
| Class "C" Asphalt Concrete Mixture | 605 Ton | 34.00 | 20,570.00 |
| Vehicle Barrier Posts | 3 Each | 90.00 | 270.00 |

| | | | |
|---|---|---|---|
| Fence End Posts | 4 Each | 80.00 | 320.00 |
| | Subtotal | | $ 37,940.00 |
| | Engineering | | 5,121.00 |
| | Total | | $ 43,061.00 |

Length of Roadway 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Remove and Reinstall Sign Posts | All Required | $ 200.00 |
| Install Water Meter | All Required | 1,550.00 |
| Bikeway Signs | All Required | 500.00 |
| Furnish and Apply Herbicide | All Required | 700.00 |
| Roadside Seeding and Mulching | All Required | 200.00 |
| Water Supply Line | All Required | 600.00 |
| Adjust Sprinklers | All Required | 250.00 |
| Build Cul-de-Sac (Future) | All Required | 15,655.00 |

SUMMARY OF FUNDS ((92.22%)

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Landscaping | $353,698.00 | $326,180.00 | $27,518.00 |
| Bikeway | 43,061.00 | 39,710.00 | 3,351.00 |
| Total | $396,759.00 | $365,890.00 | $30,869.00 |

| | |
|---|---|
| Group 1 | 88% |
| Group 2 | 12% |
| Contract No. | 8759 |
| Prefix No. | 610-1082 |

8759

(~~Douglas~~)
1-5

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 11, 1979

FILE: MAI 12

FROM: J.X. Wilson
J.X. WILSON
Regional Maintenance Engineer

SUBJECT: Garden Valley - Fairgrounds
Temporary Illumination
Douglas County

TO: J.H. Versteeg ✓
Road Design Engineer

W.J. Hart
Bridge Engineer

The temporary high-mast illumination untreated wood poles at the Harvard Avenue Interchange have just about lived out their useful life. We have found serious deterioration below the ground line and even though we have treated them with a preservative, I don't believe the poles will last until permanent illumination is installed.

To restore structural integrity, we have only been able to come up with two alternatives. One is to cut the poles at ground line and drop them into new holes. The other is to "stub" and band as shown on the attached sketch.

Would you please review our problem and recommend some temporary solution. A design for that solution would also be appreciated. Action is needed during the upcoming summer season. ✓

jxw/cp
attach.
cc: R.L. Schroeder
J. McCormick

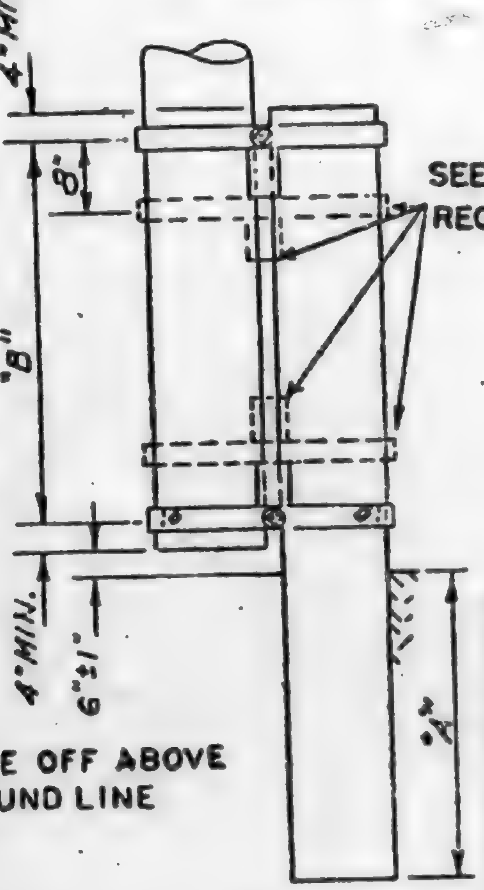
Discussed with Ballard 12/12/79
He will review and get
back to Region DOC

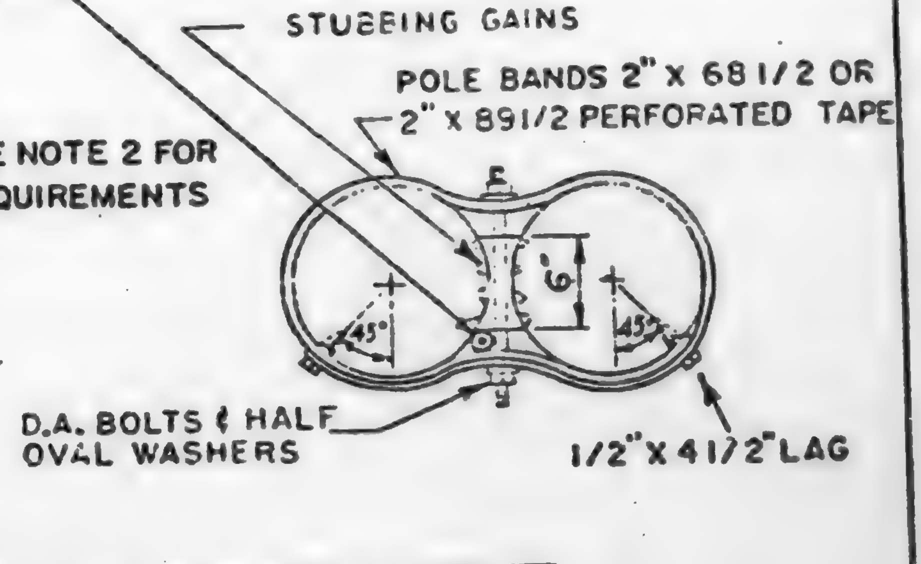
1 Versteeg ✓
Anderson
2 Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 1[illegible] 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

IF THERE IS A GROUND WIRE ON THE POLE BE SURE IT IS WELL PROTECTED BY ADEQUATE PLASTIC MOULDING.


4" MIN.
8"
"B"
4" MIN.
6"±1"
"A"
SEE NOTE 2 FOR REQUIREMENTS
CUT POLE OFF ABOVE THE GROUND LINE


STUBBING GAINS
POLE BANDS 2" X 68 1/2 OR 2" X 89 1/2 PERFORATED TAPE
6"
45°
45°
D.A. BOLTS & HALF OVAL WASHERS
1/2" X 4 1/2" LAG

| POLE HEIGHT | DEPTH OF SETTING "A" FT. | SPACING OF BANDS "B" FT. |
|---|---|---|
| 35 & 40 | 5 1/2 | 5 |
| 45 | 6 | 5 |
| 50 | 6 1/2 | 5 1/2 |
| 55 | 7 | 5 1/2 |

STUBS SHALL HAVE TOP CIRCUMFERENCE 30" MIN. AND 40" MAX. WITH NORMAL TAPER. STUBS SHALL BE PROCESSED AND PRESERVATIVELY TREATED IN ACCORDANCE WITH INDEX 7A 000 OR 7A 001 & 7A 005. THIS ARRANGEMENT WILL PROVIDE SUPPORT APPROXIMATELY EQUAL TO THE STRENGTH OF THE STUB.

MATERIAL LIST

| ITEM | SIZE |
|---|---|
| PERFORATED BAND | 2" X 68 1/2" - 12 GA. AVERAGE POLE & STUB |
| PERFORATED BAND | 2" X 89 1/2" - 12 GA. - LARGER POLE & STUB |
| LAG SCREW | 1/2" X 4 1/2" 2 PER BAND |
| STUBBING WASHER | 5/8" 2 PER BAND |
| DOUBLE ARMING BOLT | 5/8" X 14, 16, 18" 1 PER BAND |
| STUBBING GAINS | 3" X 7 1/2" X 13/16" HOLE 1 PER BAND |
| M F LOCK NUTS | 5/8" 2 PER BAND |
| TREATED STUB | 13 FT - TOLERANCE - 6" + 12" |

1. PREFERABLE LOCATION IS TO SET STUB ON SIDE OF POLE & ON PROPERTY SIDE IF PRACTICABLE. IF STUBBED IN LINE SET ON SIDE OPPOSITE TOP LINE ARM.

2

| REQUIREMENTS | | TANGENT | ANGLE GUYS L/H = 1/1 | | | TRANSFORMER 1-UNIT | | | TRANSF. BANKS | |
|---|---|---|---|---|---|---|---|---|---|---|
| BANDS | GAINS | POLES | 6M | 10M | 18M | TO 350# | 350# TO 1000# | OVER 1000# | UNDER 1500# | OVER 1500# |
| 2 | 2 | X | X | | | X | | | | |
| 4 | 4 | | | X | NEW POLE | | X | NEW POLE | X | NEW POLE |

SEE 2L 140 FOR TRANSFORMER WEIGHTS.

128-8-10-77

| | SIGNED | DATE | REV. 1 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PREPARED | G.A.GUFNEA | 5-1-62 | J.F. CLYDE | 3/12/[illegible] | JF CLYDE | 2-11-66 | BFH | 6-9-71 | | |
| CHECKED | [illegible] | [illegible] | [illegible] | [illegible] | | | | | | |
| APPROVED | [illegible] | [illegible] | C.I.F | [illegible] | HTP | 2-11-66 | TPC | 7-[illegible]-71 | RAY TRO | 1/75 |

PACIFIC POWER & LIGHT COMPANY
DISTRIBUTION STANDARDS

POLE STUBBING

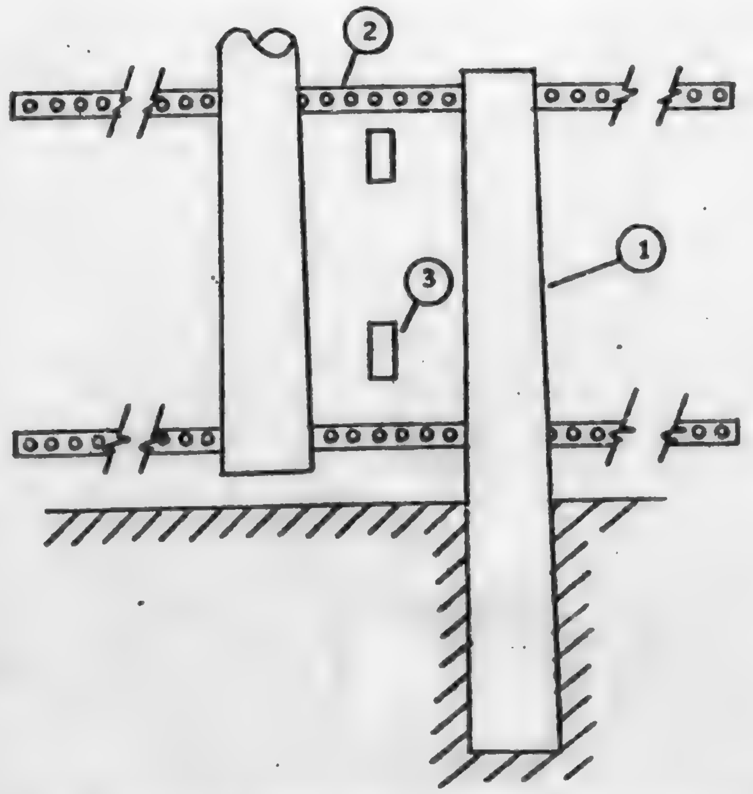
INDEX NO.
2A.420

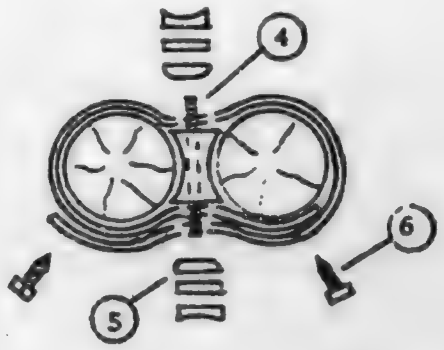
9

FORM 1920-A

NOTES

REV. DATE APPR'D.





| SUFFIX | ITEM | DESCRIPTION | ITEM NO. | REQ'D |
|---|---|---|---|---|
| 05 | 1 | STUB - 13' | 32 78108 | 1 |
| | 2 | STUBBING BAND - 68" AVERAGE SIZES | 64 05005 | 2 |
| | 3 | STUBBING GAIN | 64 35903 | 2 |
| | 4 | BOLT, D. A. - 5/8" x | 62 21204 | 2 |
| | 5 | 3" x 3" CURVED WASHER ▷ | 62 69203 | 4 |
| | 6 | LAG SCREW | 64 59804 | 4 |
| | | SAME AS 05 EXCEPT THE 4 BAND DESIGN | | |
| 07 | 1 | STUB - 13' | 32 78108 | 1 |
| | 2 | STUBBING BAND - 68" AVERAGE SIZES | 65 05005 | 4 |
| | 3 | STUBBING GAIN | 64 35903 | 2 |
| | 4 | BOTL, D. A. - 5/8" x | 62 21204 | 4 |
| ▽ | 5 | 3" x 3" CURVED WASHER ▷ | 62 69203 | 8 |
| | 6 | LAG SCREW | 64 59804 | 8 |
| 09 | | SAME AS 05 EXCEPT FOR ITEM 2 | | |
| | 2 | STUBBING BAND - 89" FOR LARGE DIAMETER POLES | 64 05104 | 2 |
| 11 | | SAME AS 07 EXCEPT FOR ITEM 2 | | |
| | 2 | STUBBING BAND - 89" FOR LARGE DIAMETER POLES | 64 05104 | 4 |

NOTE: SEE 2A 420 FOR ADDITIONAL REQUIREMENTS AND LIMITATIONS

NOTES

REV. DATE APPR'D.

120-9-1-76

| | | | |
|---|---|---|---|
| APPROVED | DATE 8/18/76 | POLE STUBBING | SHEET 1 OF 1 |
| PACIFIC POWER & LIGHT COMPANY<br>DISTRIBUTION STANDARDS | | | INDEX NO.<br>X 9M 001 |

REV. DATE APPR'D.

8751

U. S. DEPARTMENT OF TRANSPORTATI   FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

10-23-79

F   RAL AID PROJECT NO. I-5-3(114)126

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80258

FROM:
G. L. Green, Division Administrator
Salem, Oregon-

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-24
Orig

RECEIVED
STATE HWY ENGR
OCT 24 '79
REFER TO
Moehring
FOR

| Info | Invest | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

DATE PS&E APPROVED 5-31-78

DATE AUTHORIZATION EFFECTIVE 9-11-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Garden Valley Blvd.-Fairgrounds Interchange

GENERAL DESCRIPTION OF WORK:
Under South Umpqua River Bridge. Lower submersible pump approximately one foot to bottom of existing casing and install flow meter.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of September 11, 1979, as requested in Mr. Keasey's letter of September 25, 1979 as being in the pulic interest for the use of State Forces to proceed with the above work. State Force Order No. 9 is approved for TEC NTE $300 - Federal Funds $277.

DATE 10-23-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-018

8759

8

March 6, 1979

Paul Brothers, Inc.
29 NE 148th Avenue
Portland, OR 97230

Time Extension
Garden Valley Blvd.-Fairgrounds Int.
Douglas County
Contract No. 8759
FAP No. I-5-3(114)126

Gentlemen:

Your request for an increase in calendar days on the above project has been given careful review. A time extension of 25 calendar days is hereby granted. The allowable number of calendar days is therefore increased to 245 days.

The reason for granting this request is due to delays in delivery of plant materials caused by abnormally cold and freezing weather.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr HSC:cm

bc: FHWA
C. T. Kassey
Robert Church
Alfred Shirley
Curt Duval
Richard Hacek

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8759

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 5, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
Garden Valley Blvd.-Fairgrounds Int.
Douglas County
Contract No. 8759

Paul Brothers, Inc., contractor on the above project, has submitted a request for an increase in the number of calendar days to complete the contract.

Pertinent project time data are as follows:

| | |
|---|---|
| Calendar day count began | 7-10-78 |
| Work began | 7-25-78 |
| Calendar days specified | 220 |
| Calendar days expired | 2-14-79 |

The project consists of grading, paving and landscaping. The contractor has asked for 25 days due to delays in supply of plant materials. The delay is attributed to the extreme cold weather experienced the first part of this year.

The supplier, located near Portland, was to furnish bare root trees per the contract plans. These trees cannot be dug until they are in a dormant condition, which is usually in the late fall and winter months. Due to the extreme cold weather the latter part of December and through January, these trees could not be processed. The severe cold and icy conditions which existed would not be classified as normal predictable weather for this area.

The supplier was unable to process the trees from late December 1978 until the latter part of January 1979 due to the abnormal weather. It is recommended the 25 calendar days requested be granted.

The project has not yet been completed.

A rough draft letter to the contractor is attached. This will not require FHWA approval.

RECEIVED
STATE HWY ENGR
MAR - 6'79
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

OBJ:DA:fr

Att.

cc: Alfred Shirley
Curt Duval

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

# Contractors Request
for
# Increase in Number of CALENDAR ~~Work~~days
to
# Complete Construction Contract

**Oregon State Highway Division**
**Salem, Oregon**

Date February 7, 1979

Gentlemen:

We, the undersigned, respectfully request an increase in the number of CALENDAR ~~Work~~days from 220 days to 245 days, within which to complete our Contract No. 4025, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the CALENDAR ~~work~~days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Progress of work was limited to a smaller work force because of our limited ability to move plants on project. See attached letter.

Respectfully submitted,

Paul Bros Inc
Cliff H Paul Pres.
Contractor

By

---

CONSENT OF SURETY

Date Feb 7, 1979

We, FIREMAN'S FUND INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

L W Lagler
Resident Agent
KL+K Associates, Inc

OREGON STATE HIGHWAY DIVISION

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8759 Contractor Paul Brothers, Inc.

Highway Pacific

Section Garden Valley Blvd-Fairgrounds Interchange

Kind of Work Grading, Paving, Landscaping

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Twenty-five (25) calendar days granted for delays in delivery of plant materials caused by abnormally cold and freezing weather.

Recommended for Approval:

Region Engineer

O. B. Jackson

Fo Construction Engineer or ~~Bridge Engineer~~

H S Coulter

State Highway Engineer

Contract No. 8759

Project designation I-5-3(114)126
State-Federal

Date awarded June 26, 1978

Work started July 25, 1978

Per cent completed 76%
Date

No. of Workdays Allowed 220

No. of Workdays Used 216 (2/10/89)

No. of Added Workdays Requested 25

[illegible]

# MEMORANDUM

January 26, 1979

TO: CLIFF H. PAUL, PRESIDENT
PAUL BROTHERS, INC.
29 N. E. 148th Ave.
Portland, Oregon 97230

FROM: AL HANSEN
ALPINE NURSERY
8655 S. E. Revenue Road
Boring, Oregon 97009

This is in answer to your request that you need documentation for your records to justify why we are behind in supplying the plant materials for your Garden Valley Blvd. - Fairgrounds, Oregon State Highway project in Roseburg, Oregon.

As you might know, the major part of December was extremely wet with the latter part being of exceedingly cold weather temperatures which created a situation that prohibited us from processing and furnishing the plant materials as per your purchase order dated September 1, 1978.

From the first of January on, we have recorded temperatures at the nursery on the average of 15 degrees above to 30 degrees above as a high. Ground conditions in many places were frozen as much as 8 inches deep. These unusually abnormal temperatures are still with us as of this date. As you might know, two weeks ago we had the extremely severe ice storm which added to the misery of our operation. Fortunately, through perseverance, we did have a couple of recent days that we were ablve to process the deciduous trees.

It should also be noted that we could not process most of this plant material earlier in November because we have had such an extremely late growing season.

If you need any further verification, I would be more than happy to have various neighboring nurseries contact you.

AH:eb

8739

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

11-1-78

**FEDERAL AID PROJECT NO.** I-5-3(114)126

**STATE PROJECT NO.** See below

**COUNTY NAME** Douglas

**PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

**PROGRAM NO.**

**ITEM NO.** 80258

**FROM:**

G. L. Green, Division Administrator
Salem, Oregon

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | | |
|---|---|---|---|
| **DATE PS & E APPROVED** | **DATE AUTHORIZATION EFFECTIVE** | **FEDERAL ROUTE NUMBER** | Interstate 5 |
| 5-31-78 | 10-20-78 | **STATE ROUTE NUMBER** | Primary 1 |

**GENERAL LOCATION:**

Garden Valley Blvd. - Fairgrounds Interchange

**GENERAL DESCRIPTION OF WORK:**

Spray Clover between fence and traveled way.

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

**REMARKS**

This will confirm the advance authorization date of 10-20-78, as requested in Mr. Keasey's letter of 10-25-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $350 - Federal Funds $323.

NOTED
F. B. KLABOE

11-3

| | | |
|---|---|---|
| **DATE** | **SIGNATURE OF APPROVING OFFICIAL** | **TITLE** |
| 11-1-78 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

8759

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTR ION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-78

FEDERAL AID PROJECT NO. -5-3(77)124

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-485

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER |
|---|---|---|
|  | 9-11-78 | Interstate 5<br>Primary 1 |

GENERAL LOCATION:

Garden Valley Rd-Fairgrounds Rd. Section

GENERAL DESCRIPTION OF WORK:

Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

File #50301
TEC $75 - F.F. $69.00

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-22-78 letter.
Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
B. KLABOE

DATE 9-11-78

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8751

8

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

9-11-78

| | | |
|---|---|---|
| **FROM:**<br>G. L. Green, Division Administrator<br>Salem, Oregon | **PROGRAM NO.** | **FEDERAL AID PROJECT NO.**<br>-5-3(114)126 |
| | **ITEM NO.**<br>80258 | **STATE PROJECT NO.**<br>See below |
| | | **COUNTY NAME**<br>Douglas |
| | | **PROGRAM STAGE** (Check)<br>☐ 1. ☐ 2. |

**TO:**

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| **DATE PS & E APPROVED** | **DATE AUTHORIZATION EFFECTIVE** | **FEDERAL ROUTE NUMBER** / **STATE ROUTE NUMBER** |
|---|---|---|
| 5-31-78 | 8-29-78 | Interstate 5<br>Primary 1 |

**GENERAL LOCATION:**

Garden Valley Blvd-Fairground Interchange

**GENERAL DESCRIPTION OF WORK:**

Bikeway Signing

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON AN ~~AGREED~~ XXXXXX
~~PRICE AND /OR~~ XXXXXXXX FORCE ACCOUNT BASIS

**REMARKS**

This will confirm the advance authorization date of 8-29-78, as requested in Mr. Keasey's letter of 8-31-78 as being in the public interest for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for TEC NTE $320 Federal Funds $295.

NOTED
B. KLABOE

Swan
9-13

| **DATE** | **SIGNATURE OF APPROVING OFFICIAL** | **TITLE** |
|---|---|---|
| 9-11-78 | G. K. | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

#8759 8-15-78 9

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3(114)126

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM NO.

ITEM NO. 80258

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS & E APPROVED<br>5-31-78 | DATE AUTHORIZATION EFFECTIVE<br>7-28-78 | FEDERAL ROUTE NUMBER<br>Interstate 5<br>STATE ROUTE NUMBER<br>Primary 1 |

GENERAL LOCATION:

Garden Valley Blvd. - Fairground Interchange

GENERAL DESCRIPTION OF WORK:

Install three (3) water meters and connections and 90 feet of P.E. water line by City Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of July 28, 1978, as requested in Mr. Keasey's letter of 8-4-78 as being in the public interest for the use of City Forces to proceed with the above work. Work as represented by State Force Order No. 1 is approved for TEC NTE $3,361 Federal Funds $3,100.

**NOTED**
**F. B. KLABOE**

Swan
8-23

| | | |
|---|---|---|
| DATE<br>8-15-78 | SIGNATURE OF APPROVING OFFICIAL<br>G. K. Hosmer | TITLE<br>for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8759

1-5

Salem, Oregon
August 8, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
BUILDING

50301 - LaFountain
Garden Valley Rd.-Fairgrounds
Rd. Section
Pacific Highway
Douglas County

Attached is a description, an authorization and R/W prints covering a permanent easement for a water line to be constructed on the Garden Valley Blvd. - Fairgrounds Int. Landscaping project, which is presently under contract.

Also attached is the correspondence from Region 3 pertaining to this matter, together with a copy of the Permit of Entry from the land owner.

BY:

Floyd O. Scott
R/W Desc. Engineer

FOS:mg

Attach.

8759

Form 81-734-3200

STATE COPY

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8/4/78 J
Contingent upon modification of project agreement if additional funds are required.
BY G. K.
TITLE Field Operations Engineer
DATE 8/17, 1978
FEDERAL HIGHWAY ADMINISTRATION

Project Name Garden Valley Blvd. - Fairgrounds Int.
Date August 1, 1978
Highway Pacific
Contract No. 8759
County Douglas
Prefix 610-1082
Contractor Paul Brothers, INC.
F. A. Project No. I-5-3(114)126
Address 29 NE 148th Ave. Portland OR 97230
Order No. #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and Re-Install 6 sign posts and Signs.

Location by station numbers:

Bikeway Centerline Sta. 38+40 to Sta 42+16

Estimate of quantities and cost:

Labor, Materials and Equipment $200.00

RECEIVED
STATE HWY ENGR
AUG 22 '78
TO
FOR

| Info | [illegible] | R/D | D.R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item, listed in the Project Aughorization. It is necessary to move the above signs, as they conflict with the bikeway. See Project Plan Sheets 2 and 2B.

NOTED
H.S. COULTER

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | |
|---|---|
| Project authorization | $419,068.45 |
| Present estimate of project costs, including $200.00 for work under this order | $419,068.45 |
| Expected under-run over-run amount | $0 |
| Expected under-run over-run per cent | 0 |

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Bates, Resident Engineer

Approval Recommended: ........ Construction Engineer or Bridge Engineer
For:

Approval Recommended: J. X. Wilson, Regional Engineer

Approved O. B. Jackmond For Construction Engineer
8-4-78

SP*79604-734

8759

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 12, 1978

Paul Brothers, Inc.
29 N.E. 148th Ave.
Portland, OR 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8759 for work on the Garden Valley Boulevard-Fairgrounds Interchange Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
10201 S.E. Washington
Portland, OR 97216

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Alfred Shirley
Curtis Duval
Tom Savage

8759

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
Curtis Duval
Tom Savage
SAIF
Fran

June 27, 1978

Paul Brothers, Inc.
29 N.E. 148th Avenue
Portland, OR 97230

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Garden Valley Boulevard-Fairgrounds Interchange Section of the Pacific Highway in Douglas County for the sum of $349,568.30 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer later that day awarded you the project, which has been assigned Contract No. 8759.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 10, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

Salem, Oregon
June 12, 1978

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 22, 1978 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened June 22 on the following projects:

1. Martin Creek-Anlauf Interchange
   Pacific Highway, Lane and Douglas Counties
   Grade, Pave, Structures
   Ten-Foot shoulders are available throughout this section.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where sparsity of population, other available ways, or other factors indicate an absence of any need for such paths and trails."

2. Baldock Slough-South Baker Interchange
   Old Oregon Trail Highway, Baker County
   Pave

   Same as No. 1.

3. Elm Street-Mt. Hope Cemetery and South Bridge Street
   Baker County, FAP No. M-4823(1)
   Pave
   City Street -- 42-foot roadway curb-to-curb

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Shirley Street-Main Street (Molalla)
   North Cole Street, Clackamas County
   Pave
   City Street -- 45-foot roadway curb-to-curb

   Same as No. 3.

5. Remote Section
   Coos Bay-Roseburg Highway, Coos County
   Grade, Pave, Structure
   Four-foot to 8-foot shoulders are available throughout this section.

   Same as No. 1.

6. South Fork Coquille River (Gaylord) Bridge
   Gaylord Road, Coos County
   Structure Replacement

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. South 5th Street-South Canyon Drive
   Black Butte Boulevard, Deschutes County
   Pave

   Same as No. 6.

8. Garden Valley Boulevard-Fairgrounds Interchange
   Pacific Highway, Douglas County
   Roadside Improvement

   A 10-foot Class I and II bikeway to be constructed on this contract.

9. Oxbow Section
   Middle Fork John Day River Road, Grant County
   Grade, Base, Structure

   Same as No. 3.

10. Wagontire-Lake County Line
    Lakeview-Burns Highway, Harney and Lake Counties
    Grade, Pave
    Four-foot shoulders provided.

    Same as No. 1.

11. Grandview Drive and Wimer Street (Ashland)
City Streets, Jackson County
Grade, Pave
Twenty-eight-foot roadway curb-to-curb

Same as No. 3.

12. Shady Cove (Cleveland Street)
City Street, Jackson County
Pave
Four-foot shoulders provided

Same as No. 1.

13. South 6th Street-Eastside Bypass (Klamath Falls)
Shasta Way, Klamath County
Grade, Pave, Structure
Five-foot sidewalks and 4-foot shoulders provided.

Same as No. 1.

14. Armitage State Park, Lane County
Toilet Building

Same as No. 6.

15. Harlow/Hayden Bridge Road-"Q" Street (Springfield)
5th Street North, Lane County
Grade, Pave

Five-foot sidewalks and 5-foot Class III shoulder bikeway to be provided.

16. Agate Beach-NE 20th Street (Newport)
Oregon Coast Highway, Lane County
Grade, Pave

A 6-foot Class III shoulder bikeway to be provided on this section from Agate Beach to Jump Off Joe Road.

17. Yachats-Beamer Creek
Yachats River Road, Lincoln County
Pave

Same as No. 3.

18. 1st Avenue-6th Avenue (Albany)
Albany-Corvallis Highway, Linn County
Traffic Signals

Same as No. 6.

19. Detroit Lake-Tunnel Creek (MP 45.7 and MP 58.1)
North Santiam Highway, Marion County
Slope and Rock Protection

Same as No. 6.

20. Sublimity (West Main Street)
City Street, Marion County
Grade, Pave

Variable width sidewalks and curb cuts provided for pedestrian and bicycle traffic.

21. Willow Creek (Morgan Street) Bridge (Heppner)
FAP No. OS-2501(1), Morrow County
Grade, Pave, Structure

Four-foot walkway and 3-foot shoulders provided for pedestrian and bicycle traffic.

22. Grande Ronde River (Pierce Lane) Bridge
FAS B-618, Union County
Structure
Twenty-eight-foot roadway on structure

Same as No. 3.

23. Tualatin Valley Hwy-S. Nectarine Street (Cornelius)
S.10th Avenue and Golf Course Road, Washington County
Grade, Pave

Five-foot sidewalk with curb cuts provided for pedestrian and bicycle traffic.

RPS:jp
cc Robert Burco
F.B. Klaboe
E.S. Hunter
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8759

1-5

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 24, 1978
26,

FROM: Alfred Shirley Jr.
ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Military Avenue
Cul-de-sac
Garden Valley-Fairgrounds
Landscape & Bikeway

TO: Hal Versteeg
Head of Engineering
SALEM

The Military Avenue Cul-de-sac appeared on the plans for the Garden Valley-Fairgrounds Freeway Reconstruction project. For some unexplained reason this cul-de-sac was designed with a 20 foot turning radius. The City of Roseburg missed this dimension in their plans reviewed prior to the contract letting. They did spot it after the contract was let and insisted that fire equipment could not maneuver in a 20 foot radius and the radius should be at least 40 feet, which is the city cul-de-sac standard we agreed.

A 40 foot radius cul-de-sac would require additional right-of-way so negotiations commenced. Please review the attached correspondence between Region 3 and Right-of-Way. It appears that right-of-way currently has the original documents required to further complete negotiations. Al Bates has responded directly to Adele Egan on the questions presented in the February 24, 1977, letter to Alfred Shirley, Jr.

As to the question of a change in location of the cul-de-sac, the shape was modified at the request of property owner, Gordon G. Carlson, who would donate the required right-of-way for a 40 foot cul-de-sac and grant an easement to the state for access to the Mt. Nebo bench at no cost to the parties involved. Certain conditions concerning vacation of a portion of Military Avenue have now been reconciled.

I believe a status up-date from the Right-of-Way Section is required to conclude this problem in time for inclusion into the new Garden Valley-Fairgrounds Landscape and Bikeway project.

JA/AS/cao
Attach.
cc: Virgil Wilson
Jack McCormick
Al Bates

1 Versteeg
2 Christensen Doc
Georgs
Olson
Terpin
Sullivan
3 Scott
Savage

RECEIVED
MAY 25 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

5-26-78
Landscaping to go in This Fall.
Cul-de-sac R/W will not
be clear for approx 1 mo.
Shirley concurred that if
Landscaping was to be done
in the Fall that we should
go to contract in June and
price agreement Cul-de-sac to
Proj. when R/W is clear
Doc

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 24, 1977

FROM: Adele L. Egan Adele L Egan
Right of Way Office Manager

SUBJECT: Military Avenue
Cul-de-sac

TO: A. Shirley, Jr.
Region 3 Engineer
ROSEBURG

Attached is a list of questions raised on the Cul-de-sac project.

Bob Rounds has checked the descriptions in the deeds and the map and has talked to you about this. A copy of each document as marked is enclosed for your information.

The other questions need to be answered, and I think your office is closest to the answers. If Virgil Wilson's staff can assist, let him know.

AE:mp
Attach.

cc: Virgil Wilson

cc: al Bate - PLS Comply with above with copy of your ~~[illegible]~~ Response to Region office.
w/attachments -
Sent cw

ROSEBURG REGION
RECEIVED
FEB 25 1977
ENV FAE FBI

Salem, Oregon
February 18, 1977

A. J. Viducich
Title Supervisor

Military Avenue Cul-de-sac

MEMO TO FILE

These are the matters to be reviewed before Commission approval is secured and any document signed for the Commission:

(1) Letter or something from the City agreeing to location of Cul-de-sac to be built under agreement with State. To come

(2) Copy of deed to City from Southwest Oregon Television Broadcasting on file. Has it been executed, negotiated, or what? ? Has description in proposed deed been checked? Yes

(3) Has description in petition for vacation been checked? Changed Map may be wrong since it appears to include part of new Cul-de-sac. ? wrong)

(4) Orange property on J. Moisan map was being purchased on contract by Carlson from Sh$\overset{ro}{er}$y. Has Carlson a deed for the property? ?

(5) Is petition for vacation signed by other property owners? ?

(6) Has highway construction been completed? Do we need Federal approval if completed? ?

AJV:mp

?

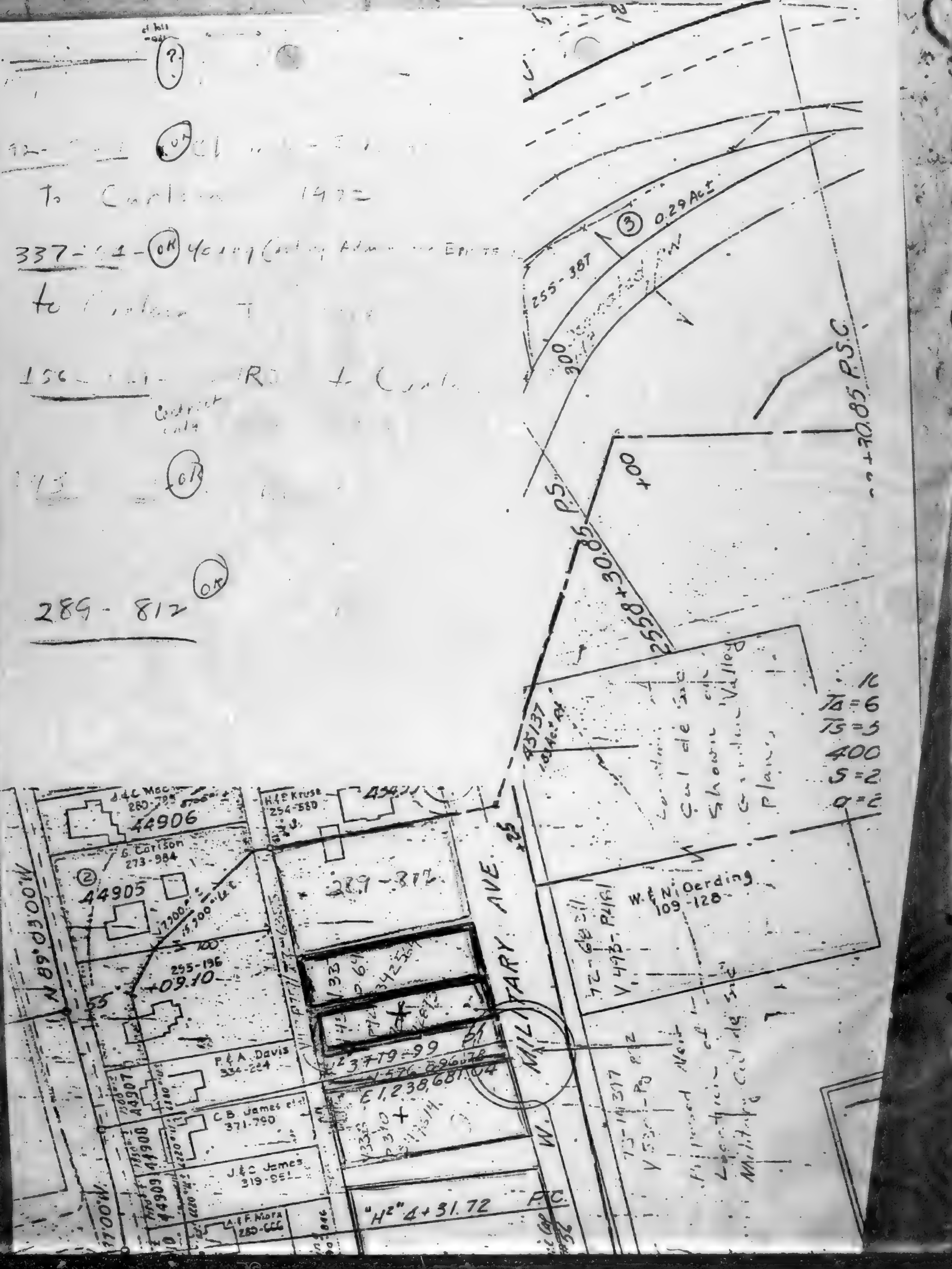
'92- [illegible] OK [illegible]
To Carlson 1972

337-11 - OK Young Carlson Adm [illegible] Estate
to Carlson [illegible]

156-[illegible] RD to Carlson
Contract only

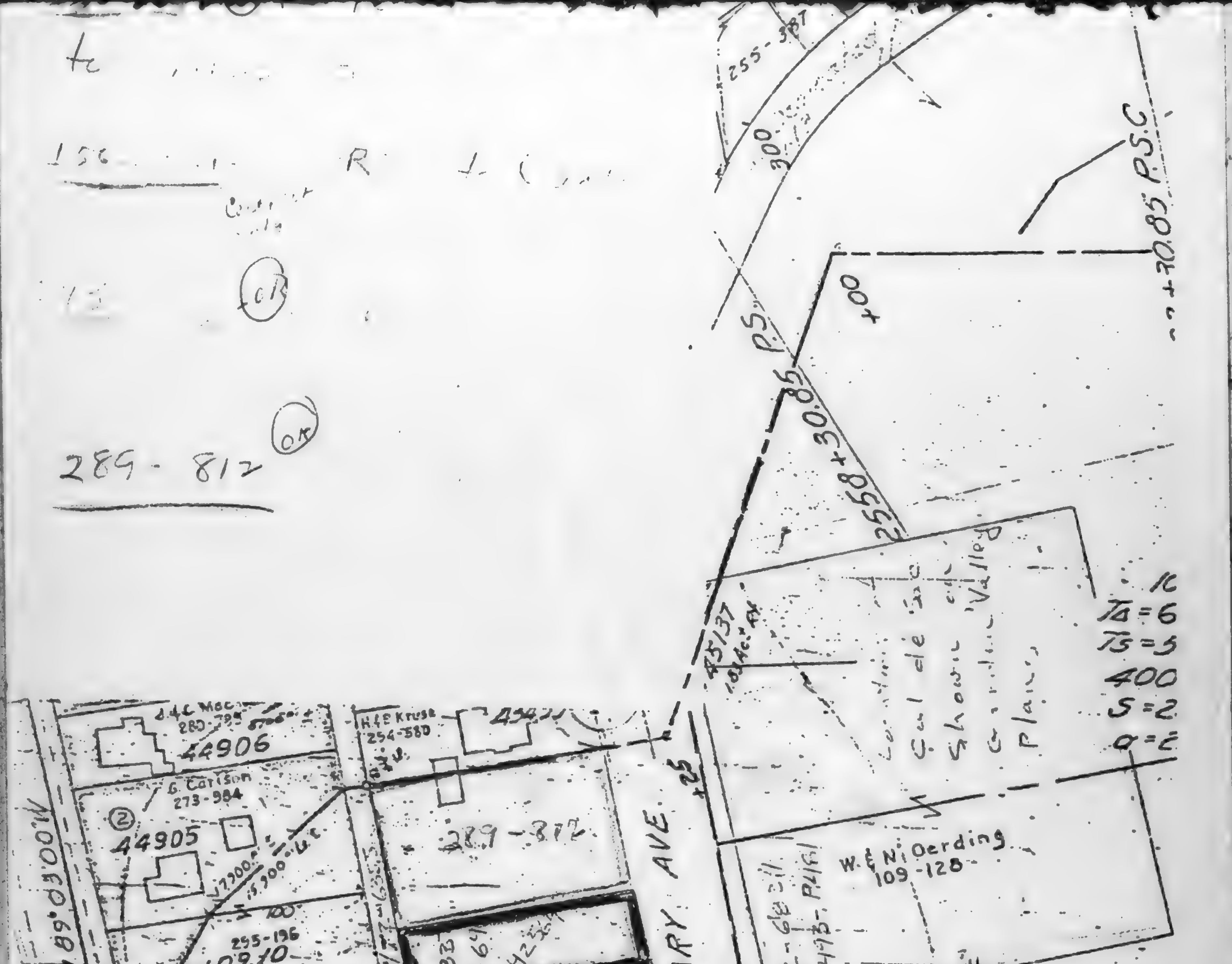
143 [illegible] OK

289-812 OK



255-387
③ 0.29 Ac±
300
2558+30.85 P.S.
+00
70.85 P.S.C.
45137
Cul de Sac Shown on Garden Valley Plans
TA=6
TS=5
400
S=2
Q=2
J.&C. Moo
280-785
44906
H.&E. Kruse
254-580
4547
G. Carlson
273-984
②
44905
289-312
255-196
+09.10
W.&N. Oerding
109-128
72-686
V 493-P461
N 89°09'00"W
P.&A. Davis
334-224
44907
37+79.99
N 476,686.78
E 1,238,681.04
C.B. James et al
371-790
44908
J.&C. James
319-551
44909
A.&F. Mora
280-666
"H2" 4+31.72 P.C.
MILITARY AVE.
W.
73-14317
V 530-P92
Proposed New Location of Military Cul de Sac

289 - 812



255-387
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2558+30.85 P.S.
+00
+30.85 P.S.C
43137
1.84 Ac. Ac.
Cul de Sac
Shown
Valley Place
Ta=6
Ts=5
400
S=2
J.&C. Mac
280-795
44906
H.&E. Kruse
254-580
G. Carlson
273-984
②
44905
289-872
255-196
+09.10
+25
W. MILITARY AVE.
W.&N. Oerding
109-128
V. 413-P. 141
P.&A. Davis
334-224
44907
3+79.99
N 576,886.78
E 1,238,681.04
C.B. James et al
371-790
44908
J.&C. James
319-851
44909
"H2" 4+31.72 P.C.
A.&F. Mora
280-666
44910
C.R. Hooper
90-615
Smille
596
Meyers
289-638
"H2"
2° C.L.
Δ = 2° 38'50"
T = 116.24'
Gulf Oil Corp.
355-544
N 576
E 1,238
279.89
H2 6+64.08 P.T. Bk.
7+72.24 P.O.T.
44911
E.P. Kruse
233
N 89°39'00" W
N 84°37'00" W
9°15'50" W
40'
UMPQUA ST.
WAGON RD.
Shirley

# GRANT OF EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That GORDON G. CARLSON, for good and valuable consideration to him in hand paid, does hereby grant unto the STATE OREGON, HIGHWAY DIVISION, a perpetual easement for ingress and egress purposes, described as follows:

> A 30 foot wide easement from the cul-de-sac located at the Easterly end of Military Avenue, in the City of Roseburg, Douglas County, Oregon; thence along the vacated portion of said avenue in an Easterly direction to the intersection of said vacated street with the Westerly ~~Interstate Highway No. 5 access control line.~~ boundary of the Pacific Highway.

RP
2-24-77

IN WITNESS WHEREOF, the parties hereto have executed this instrument this 12th day of October, 1976.

Gordon G. Carlson
Gordon G. Carlson

STATE OF OREGON, )
) ss.
County of Douglas )

October 12, 1976

BEFORE ME PERSONALLY APPEARED the above named GORDON G. CARLSON, and acknowledged the foregoing instrument to be his voluntary act and deed.

Notary Public for Oregon.
My Commission expires: [illegible]

ACCEPTED for the State of Oregon, by and through its Department of Transportation, Highway Division, upon the terms and conditions herein stated.

By ______________________

By ______________________

Boyd will sign
after vacation approved

GRANT OF EASEMENT -1-

R/W has the Original

## PETITION FOR VACATION OF PROPERTY

We petition the Common Council of the City of Roseburg to vacate the following described piece of property:

All that portion of Military Ave. (formerly Coos Bay Wagon Road) lying between a line projected South of a point on the North side of Military Ave. 485.5 feet West of the Southwest corner of Lot 14, Block 2, West Roseburg, Oregon and the West boundary of the Pacific Highway, which is described as follows: Beginning on the North side of Military Ave. at a point 308.5 feet West of the Southwest corner of said Lot 14; thence Southerly in a straight line to a point opposite and 525 feet Southwesterly of Station 2556+25 on the center line of the Pacific Highway; thence Southeasterly in a straight line to a point opposite and 300 feet Southwesterly of Station 2559+00 on said center line.

for the following reasons:

Vacation by the City is desired to permit more efficient use of the properties shown as parcels A, B and C on the attached plat. Incidental benefits for the city include, reduction in required street maintenance and additional lands subject to city taxation.

Note: the limit established in this doc. has Region approval → 2-22-77 RR

DATED this 7th day of January, 1976.

/s/ Gordon G. Carlson

Telephone: 672-6742

We, the undersigned owners of property affected by the proposed vacation, have no objection to such vacation:

Property Address: See Plat
Tax Lot Nos. 9214, 56088, 56087, 56091, 56089, 56086, 560[illegible]

Name of Owner: Gordon G. Carlson
Signature: ____________________

Property Address: Interstate No. 5 right of way adjacent to above listed tax lots.

Name of Owner: State of Oregon
Signature: ____________________

Region wil
approve + a

Property Address: See Plat
Tax Lot No. 9215

Name of Owner: Hazel B. & Nelson Vogen
Signature: ____________________
Signature: ____________________

erty Address: See Plat
ot No. 9217-1

Name of Owner: Lulu E. & Harry O.
Signature: ____________________
Signature: ____________________

We petition the Common Council of the City of Roseburg to vacate the

following described piece of property:

All that portion of Military Ave. (formerly Coos Bay Wagon Road) lying between a line projected South of a point on the North side of Military Ave. 485.5 feet West of the Southwest corner of Lot 14, Block 2, West Roseburg, Oregon and the West boundary of the Pacific Highway, which is described as follows: Beginning on the North side of Military Ave. at a point 308.5 feet West of the Southwest corner of said Lot 14; thence Southerly in a straight line to a point opposite and 525 feet Southwesterly of Station 2556+25 on the center line of the Pacific Highway; thence Southeasterly in a straight line to a point opposite and 300 feet Southwesterly of Station 2559+00 on said center line.

Note: the limit established in this doc. has Region Approval → RR 2-22-77

for the following reasons:

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DATED this 7th day of January, 1976.

/s/ Gordon G. Carlson

Telephone: 672-6742

We, the undersigned owners of property affected by the proposed vacation, have no objection to such vacation:

| | |
|---|---|
| Property Address: See Plat | Name of Owner: Gordon G. Carlson |
| | Signature: |
| Tax Lot Nos. 9214, 56088, 56087, 56091, 56089, 56035, 56034 | |
| Property Address: Interstate No. 5 right of way adjacent to above listed tax lots. | Name of Owner: State of Oregon |
| | Signature: |
| Property Address: See Plat<br>Tax Lot No. 9215 | Name of Owner: Hazel B. & Nelson Vogen |
| | Signature: |
| | Signature: |
| erty Address: See Plat<br>ot No. 9217-1 | Name of Owner: Lulu E. & Harry O. |
| | Signature: |
| | Signature: |

Review wi
approva &

## WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That GORDON G. CARLSON, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by CITY OF ROSEBURG, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Douglas and State of Oregon, described as follows, to-wit:

Desc.'s Adequate
R.R. 2-22-77

✓ Beginning at a point on the North side of the Coos Bay Wagon Road (now known as Military Avenue), 533.5 feet west of the southwest corner of Lot 14, in Block 2, West Roseburg; thence North 13.9 feet to the center of a 50 foot radius circle; thence North 50.0 feet along a radius of said circle; thence more or less southeasterly along the arc of said circle 92.6 feet, the long chord of this arc bears South 36 degrees 55' East 79.9 feet; thence West 48.0 feet to the point of beginning. This parcel contains more or less 2650 square feet.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $0.00, however, the actual consideration consists of an additional agreement by the City of Roseburg to vacate that portion of Military Avenue described as follows:

✓ All that portion of Military Avenue which lies between the Westerly Interstate Highway No. 5 access control line and a line projected north and south 48 feet east of a point on the north side of the Coos Bay Wagon Road (now known as Military Avenue) 533.50 feet west of the southwest corner of Lot 14, in Block 2, West Roseburg, Oregon.

and the further agreement by the City of Roseburg to vacate that certain alleyway describ as follows:

✓ All that portion of alleyway running easterly and westerly between Harvard Avenue and Military Avenue which lies between the westerly Interstate Highway No. 5 access control line and a line projected due south from the southwest corner of the following described parcel:

Beginning at a point in the south line of Harvard Street, which point is 356 feet in the easterly direction from the point of intersection of the south line of said Harvard Street and the east line of the Coles

# WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That GORDON G. CARLSON, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by CITY OF ROSEBURG, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Douglas and State of Oregon, described as follows, to-wit:

Doc.'s Adequate
R.R. 2-22-77

✓ Beginning at a point on the North side of the Coos Bay Wagon Road (now known as Military Avenue), 533.5 feet west of the southwest corner of Lot 14, in Block 2, West Roseburg; thence North 13.9 feet to the center of a 50 foot radius circle; thence North 50.0 feet along a radius of said circle; thence more or less southeasterly along the arc of said circle 92.6 feet, the long chord of this arc bears South 36 degrees 55' East 79.9 feet; thence West 48.0 feet to the point of beginning. This parcel contains more or less 2650 square feet.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

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✓ All that portion of Military Avenue which lies between the Westerly Interstate Highway No. 5 access control line and a line projected north and south 48 feet east of a point on the north side of the Coos Bay Wagon Road (now known as Military Avenue) 533.50 feet west of the southwest corner of Lot 14, in Block 2, West Roseburg, Oregon.

and the further agreement by the City of Roseburg to vacate that certain alleyway descri as follows:

✓ All that portion of alleyway running easterly and westerly between Harvard Avenue and Military Avenue which lies between the westerly Interstate Highway No. 5 access control line and a line projected due south from the southwest corner of the following described parcel:

Beginning at a point in the south line of Harvard Street, which point is 356 feet in the easterly direction from the point of intersection of the south line of said Harvard Street and the east line of the Coles

✓ Valley Wagon Road; thence running in a southerly direction parallel with said east line of the Coles Valley Wagon Road 162.50 feet; thence in an easterly direction 50 feet to a point which is 164.6 feet southerly of the south line of said Harvard Street; thence northerly 164.6 feet to a point in the south line of Harvard Street, which is 50 feet easterly of the place of beginning; thence westerly along the south line of Harvard Street 50 feet to the place of beginning, said tract of land being situated in Huntley Donation Land Claim No. 56 in Section 24, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

In construing this deed and where the context so requires, the singular includes the plural.

Witness grantor's hand this ____ day of __________, 1976.

______________________________________

STATE OF OREGON )
) ss.
County of Douglas )

On this ___ day of __________, 1976, personally appeared the above named GORDON G. CARLSON and acknowledged the foregoing instrument to be his voluntary act and deed.

______________________________________
Notary Public for Oregon
My Commission Expires: ______________

Until a change is requested all tax statements shall be sent to the following name and address:

Harvard Street 50 feet to the place of beginning, said tract of land being situated in Huntley Donation Land Claim No. 56 in Section 24, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

In construing this deed and where the context so requires, the singular includes the plural.

Witness grantor's hand this ____ day of __________, 1976.

______________________________

STATE OF OREGON )
) ss.
County of Douglas )

On this ___ day of __________, 1976, personally appeared the above named GORDON G. CARLSON and acknowledged the foregoing instrument to be his voluntary act and deed.

______________________________
Notary Public for Oregon
My Commission Expires: ______________

Until a change is requested all tax statements shall be sent to the following name and address:

City of Roseburg

## WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That SOUTHWEST OREGON TELEVISION BROADCASTING CORPORATION, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by CITY OF ROSEBURG, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Douglas and State of Oregon, described as follows, to-wit:

Desc's Adequate RR. 2-22-77

✓ Beginning at a point on the North side of the Coos Bay Wagon Road (now known as Military Avenue), 533.5 feet West of the southwest corner of Lot 14, in Block 2, West Roseburg; thence North 13.9 feet to the center of a 50 foot radius circle; thence North 50.0 feet along a radius of said circle; thence southwesterly along the arc of said circle 92.6 feet, the long chord of this arc bears South 36 degrees 55' W 79.9 feet; thence East 48.0 feet to the point of beginning, this parcel contains more or less 2650 square feet.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $6,360.00, however, the actual consideration consists of an additional agreement by the City of Roseburg to vacate that portion of Military Avenue described as follows:

✓ All that portion of Military Avenue which lies between the Westerly Interstate Highway No. 5 access control line and a line projected north and south 48 feet east of a point on the north side of the Coos Bay Wagon Road (now known as Military Avenue) 533.50 feet west of the southwest corner of Lot 14, in Block 2, West Roseburg, Oregon.

and the further agreement by the City of Roseburg to vacate that certain alleyway describe as follows:

✓ All that portion of alleyway running easterly and westerly between Harvard Avenue and Military Avenue which lies between the westerly Interstate Highway No. 5 access control line and a line projected due south from the southwest corner of the following described parcel:

Beginning at a point in the south line of Harvard Street, which point is 356 feet in the easterly direction from the point of intersection of the south line of said Harvard Street and the east line of the Coles

KNOW ALL MEN BY THESE PRESENTS, That SOUTHWEST OREGON TELEVISION BROADCASTING CORPORATION, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by CITY OF ROSEBURG, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Douglas and State of Oregon, described as follows, to-wit:

✓ Beginning at a point on the North side of the Coos Bay Wagon Road (now known as Military Avenue), 533.5 feet West of the southwest corner of Lot 14, in Block 2, West Roseburg; thence North 13.9 feet to the center of a 50 foot radius circle; thence North 50.0 feet along a radius of said circle; thence southwesterly along the arc of said circle 92.6 feet, the long chord of this arc bears South 36 degrees 55' W 79.9 feet; thence East 48.0 feet to the point of beginning, this parcel contains more or less 2650 square feet.

Desc's Adequate
R.R. 2-22-77

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

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✓ All that portion of Military Avenue which lies between the Westerly Interstate Highway No. 5 access control line and a line projected north and south 48 feet east of a point on the north side of the Coos Bay Wagon Road (now known as Military Avenue) 533.50 feet west of the southwest corner of Lot 14, in Block 2, West Roseburg, Oregon.

and the further agreement by the City of Roseburg to vacate that certain alleyway describe as follows:

✓ All that portion of alleyway running easterly and westerly between Harvard Avenue and Military Avenue which lies between the westerly Interstate Highway No. 5 access control line and a line projected due south from the southwest corner of the following described parcel:

Beginning at a point in the south line of Harvard Street, which point is 356 feet in the easterly direction from the point of intersection of the south line of said Harvard Street and the east line of the Coles

✓ Valley Wagon Road; thence running in a southerly direction parallel with said east line of the Coles Valley Wagon Road 162.50 feet; thence in an easterly direction 50 feet to a point which is 164.6 feet southerly of the south line of said Harvard Street; thence northerly 164.6 feet to a point in the south line of Harvard Street, which is 50 feet easterly of the place of beginning; thence westerly along the south line of Harvard Street 50 feet to the place of beginning, said tract of land being situated in Huntley Donation Land Claim No. 56 in Section 24, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

In construing this deed and where the context so requires, the singular includes the plural.

Witness grantor's hand this ____ day of ______________, 1976.

SOUTHWEST OREGON TELEVISION
BROADCASTING CORPORATION

By________________________________

By________________________________

STATE OF OREGON )
)ss.
County of Douglas )

On this _____ day of _____________, 1976, personally appeared __________ ______________ and ________________________ who, being duly sworn, each for himself and not one for the other, did say that the former is the ________________ and that the latter is the _________________ of SOUTHWEST OREGON TELEVISION BROADCASTING CORPORATION, a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

BEFORE ME:

________________________________
Notary Public for Oregon
My Commission Expires: ____________

Until a change is requested all tax statements shall be sent to the following name and address:

City of Roseburg

of the place of beginning, thence West [illegible] said tract of land Harvard Street 50 feet to the place of beginning, being situated in Huntley Donation Land Claim No. 56 in Section 24, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

In construing this deed and where the context so requires, the singular includes the plural.

Witness grantor's hand this ____ day of ______________, 1976.

SOUTHWEST OREGON TELEVISION
BROADCASTING CORPORATION

By________________________________

By________________________________

STATE OF OREGON )
)ss.
County of Douglas )

On this _____ day of ______________, 1976, personally appeared ______________ and ____________________ who, being duly sworn, each for himself and not one for the other, did say that the former is the ______________ and that the latter is the ________________ of SOUTHWEST OREGON TELEVISION BROADCASTING CORPORATION, a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

BEFORE ME:

______________________________
Notary Public for Oregon
My Commission Expires: ___________

Until a change is requested all tax statements shall be sent to the following name and address:

City of Roseburg

# PETITION FOR VACATION OF PROPERTY

We petition the Common Council of the City of Roseburg to vacate the following described place of property:

All of that portion of the alleyway running easterly and westerly between Harvard Avenue and Military Avenue which lies between the westerly Interstate Highway #5 access control lines and a line projected due south of southwest corner of the following described parcel:

Desc. Adequate
R.R. 2-22-77

Beginning at a point on the south line of Harvard Street which point is 356 feet in the easterly direction from the point of intersection of the south line of said Harvard Street and the east line of the Coles Valley Wagon Road; thence running in a southerly direction parallel with said east line of the Coles Valley Wagon Road 162.5 feet; thence in an easterly direction 50 feet to a point which is 164.6 feet southerly of the south line of said Harvard Street; thence Northerly 164.6 feet to a point in the south line of Harvard Street, which is 50 feet easterly of the place of beginning; thence westerly along the south line of Harvard Street 50 feet to the place of beginning, said tract of land being situated in the Huntley Donation Land Claim No. 56 in Section 24, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

for the following reasons:

Vacation by the City is desired to permit more efficient use of the properties shown as parcels A, B and C on the attached plat. Incidental benefits for the city include, reduction in required street maintenance and additional lands subject to city taxation.

DATED this 7th day of January, 1976.

/s/ Gordon G. Carlson

Telephone: 672-9742

We, the undersigned owners of property affected by the proposed vacation, have no objection to such vacation:

Property Address: See Plat
Tax Lots 9214, 56088, 56087,
56091, 56084, 56086, 56089

Name of Owner: Gordon G. Carlson

Signature: ____________________

following described place of property:

All of that portion of the alleyway running easterly and westerly between Harvard Avenue and Military Avenue which lies between the westerly Interstate Highway #5 access control lines and a line projected due south of southwest corner of the following described parcel:

Desc. Adequate
R.R. 2-22-77

Beginning at a point on the south line of Harvard Street which point is 356 feet in the easterly direction from the point of intersection of the south line of said Harvard Street and the east line of the Coles Valley Wagon Road; thence running in a southerly direction parallel with said east line of the Coles Valley Wagon Road 162.5 feet; thence in an easterly direction 50 feet to a point which is 164.6 feet southerly of the south line of said Harvard Street; thence Northerly 164.6 feet to a point in the south line of Harvard Street, which is 50 feet easterly of the place of beginning; thence westerly along the south line of Harvard Street 50 feet to the place of beginning, said tract of land being situated in the Huntley Donation Land Claim No. 56 in Section 24, Township 27 South, Range 6 West, Willamette Meridian, Douglas County, Oregon.

for the following reasons:

Vacation by the City is desired to permit more efficient use of the properties shown as parcels A, B and C on the attached plat. Incidental benefits for the city include, reduction in required street maintenance and additional lands subject to city taxation.

DATED this 7th day of January, 1976.

/s/ Gordon G. Carlson

Telephone: 672-9742

We, the undersigned owners of property affected by the proposed vacation, have no objection to such vacation:

Property Address: See Plat
Tax Lots 9214, 56088, 56087,
56091, 56085, 56086, 56089

Name of Owner: Gordon G. Carlson

Signature: ____________________

# GRANT AND RELEASE OF EASEMENT
# WITH FURTHER ASSURANCES OF RIGHT OF WAY

KNOW ALL MEN BY THESE PRESENTS, That in consideration of the Oregon State Highway Department's agreement to move the terminus of Military Avenue from the Interstate 5 access control line to a point approximately 175 feet West thereof, GORDON G. CARLSON does hereby grant unto the STATE OF OREGON, Highway Division, a perpetual easement for the purpose of construction of a cul-de-sac in accordance with City of Roseburg specifications within the following described bounds:

Desc. Adequat for use during construction period. ZR. 2-22-77

> No further East than a line projected due North and South 50 feet East of a point 125 feet West of the Southeast corner of tax lot 56091, no further west than a line projected due North and South 50 feet West of a point 125 feet West of the Southeast corner of tax lot 56091, no further North than a line projected due East and West 70 feet North of a point 125 feet West of the Southeast corner of tax lot 56091, said Southeast corner of tax lot 56091 bearing North 83 degrees 56' East from the Southwest corner of donation land claim No. 56.

KNOW ALL MEN BY THESE PRESENTS, That GORDON G. CARLSON further agrees to execute or secure the necessary warranty deeds to give title to the City of Roseburg to all lands underlying the said cul-de-sac right of way after said cul-de-sac is located in accordance with the specifications of the City of Roseburg. Said specifications are to be those specifications which describe the size and location of cul-de-sacs constructed within the City of Roseburg as of the date this document is executed.

GORDON G. CARLSON does hereby covenant that he has a legal right to grant the above easement and assurance.

IN WITNESS WHEREOF, the parties herein have executed these presents this 3rd day of July, 1975.

Gordon G. Carlson

Gordon G. Carlson

[illegible] has original

Avenue from the Interstate 5 access control line to a point approximately 175 feet West thereof, GORDON G. CARLSON does hereby grant unto the STATE OF OREGON, Highway Division, a perpetual easement for the purpose of construction of a cul-de-sac in accordance with City of Roseburg specifications within the following described bounds:

Desc. Adequate for use during construction period RR 2-22-77

> No further East than a line projected due North and South 50 feet East of a point 125 feet West of the Southeast corner of tax lot 56091, no further west than a line projected due North and South 50 feet West of a point 125 feet West of the Southeast corner of tax lot 56091, no further North than a line projected due East and West 70 feet North of a point 125 feet West of the Southeast corner of tax lot 56091, said Southeast corner of tax lot 56091 bearing North 83 degrees 56' East from the Southwest corner of donation land claim No. 56.

KNOW ALL MEN BY THESE PRESENTS, That GORDON G. CARLSON further agrees to execute or secure the necessary warranty deeds to give title to the City of Roseburg to all lands underlying the said cul-de-sac right of way after said cul-de-sac is located in accordance with the specifications of the City of Roseburg. Said specifications are to be those specifications which describe the size and location of cul-de-sacs constructed within the City of Roseburg as of the date this document is executed.

GORDON G. CARLSON does hereby covenant that he has a legal right to grant the above easement and assurance.

IN WITNESS WHEREOF, the parties herein have executed these presents this 3rd day of July, 1975.

Gordon G. Carlson

R/W has original.
[illegible] will sign after
Jackson approves

File

[illegible]

RS2 CON 19 12-29-76 2.20 PM

J K WILSON

THE MILITARY AVE. CUL-DE-SAC PROPOSAL /GARDEN VALLEY-FAIRGROUNDS, CONTRACT 8003/ GOT DELAYED IN RIGHT OF WAY DUE TO RETIREMENTS WITHIN THE SECTION. THEY ARE PROCESSING THE PROPOSAL NOW, AND SHOULD HAVE A RESPONSE IN THE NEXT FEW WEEKS.

WARREN RICHARDS

FR4.

12-29-76
CC: Al Bates ✓
J.K.W.

2-8-77
CC: Warren Richards - Time is running short on this since the City also needs to take action. Would you pls. see what you can do to expedite?
J.K.W.

Sent
Al Bates- Info

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon

March 11, 1977

Alfred W. Bates

FROM: Alfred W. Bates,
Resident Engineer

SUBJECT: Military Avenue
Cul-de-sac
Viducich memo dated 2-18-77

TO: Adele L. Egan,
R/W Office Manager

(1)Enclosed is a letter from City of Roseburg Public Works Director, Donald A. Bentz, requesting revision of the cul-de-sac. The exact location of the cul-de-sac cannot be determined until after a public hearing on the vacation of Military Avenue. A public hearing on the vacation of Military Avenue cannot be held until the Highway Division agrees to the vacation.

(2)Mr. Carlson will not deed property to City for cul-de-sac until he is assured the cul-de-sac will be constructed. Enclosed is agreement signed by Mr. Carlson agreeing to deed property for cul-de-sac to City.

(3)O.K.

(4)Enclosed is copy of deed from Shroy to Carlson.

(5)Enclosed are copies of vacation requests signed by adjacent property owners.

(6)No. Construction will be completed by June 1, at the latest.

cc: Region

ROSEBURG REGION
RECEIVED
MAR [illegible] 1977
FILE
SNV FAE RBI

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 19, 1976

FILE: CON 5

FROM: J. X. WILSON
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: Garden Valley-Fairgrounds
Pacific Highway (I-5)
Contract No. 8003
Douglas County

At the request of the City of Roseburg, the cul-de-sac on Military Avenue (adjacent to Harvard Interchange) is proposed to be relocated and enlarged. The attached plan sheet shows inadequate right of way to construct the 40-foot radius the city has asked for. Other attached data shows that property owner Carlson is giving title to the city for land under the cul-de-sac and the city is in turn vacating that portion of Military Avenue easterly of the new cul-de-sac location.

We have no objection to all the proposed revisions but want to retain an easement from the cul-de-sac to the freeway right of way. The attached document is for that purpose and Walt Barrie feels we need Coulter's signature. Would you please have this executed and return to us for further processing.

jxw/cw
Attach.

cc A. W. Bates ✓

12-23-76

CC: C.T. Keasey - Would you please check the status of this? We would like to be able to proceed with const. when weather permits.

sent [illegible]

Al Bates - Info

J.X.W.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

October 14, 1976

Alfred W. Bates

FROM: Alfred W. Bates

SUBJECT: Military Avenue Cul de Sac
Garden Valley-Fairgrounds project

TO: Alfred Shirley

The plans for the subject project called for a cul de sac with a 25 foot radius at the dead end on Military Avenue. This is not satisfactory to the City of Roseburg as they require a 40 foot radius on a cul de sac. This is to accommodate fire equipment. We do not have enough right of way to construct a larger cul de sac. All of the property adjacent to Military Avenue between KPIC studio property and the state right of way is owned by one party who wishes to have that section of Military Avenue abandoned and will furnish the Highway Division an access easement and furnish the property to construct a cul de sac which is satisfactory to the city.

10-19-76
CC: C.T. Kasey
Jly

8757

1-5

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
May 25, 1978

Virgil Wilson

FROM: Virgil Wilson
Right of Way Supervisor

TO: MEMO TO THE FILE

SUBJECT: Military Avenue
Cul-de-sac
Graden Valley-Fairgrounds Rd.
Pacific Highway
Douglas County

All of the necessary deeds and releases were left with Mr. Gordon G. Carlson and an assisting attorney Mr. Wallace D. Cegavske in February 1978. Mr. Cegavske was called on May 22, 1978, concerning the progress of obtaining the necessary signatures, and he stated they have encountered some problems with one of the property owners. He stated it will probably take at least another month to get all the signatures.

VW:maw

Copy to J. B. Boyd
Hal Versteeg
Jack McCormick
Al Bates

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
3 Sullivan
Scott
Savage

RECEIVED
MAY 30 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
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~~Art~~
~~Fom~~
O.b. ✓

REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Erikson Z.E. Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8759

1-5

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Rout

6-22-7 Bid Letting ________ All Clear Deadline

SECTION Garden Valley Rd - Fairgrounds Int.
Highway Pacific
County Douglas Region 3
Type of Work Landscaping - Bike Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☐ | ☒ | ☐ | ☐ | ☒ | No problems recognized |
| Negative Declaration | ☐ | ☒ | ☐ | ☐ | ☒ | No problems recognized |
| Project Assessment | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ | |

8759

1-5

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 24, 1978

Tom Savage

FROM: Tom Savage
Landscape Architect

TO: MEMO TO THE FILES

SUBJECT: Garden Valley-Fairgrounds Rd.
Pacific Highway
Douglas County
Roadside Improvement Project

Re: Final Plan Revisions

There were a number of detail changes made to the plans after preliminary plans were distributed.

The Region supplied us with changes made during construction affecting our plans. The changes were not major, but knowing about them will make our plan more accurate.

I had a difficult time finding justification for the requirements placed on us by the City of Roseburg Water Department. However, since we must meet local codes we changed two backflow prevention devices to the ones the City asked for.

The six inch water supply line, 140 feet in length, running along W. Bellows Street is unnecessary. It was intended to supply water for irrigation to two small areas disturbed by construction. I talked to Stan Stafford of the Parks Department. I said the line would cost us approximately $3,000 to have installed. They would still have to dig up the street, install a double check valve and meter just to get water to the two little areas. I said we were already planning to plant shrubs without irrigation in one of the areas. We would install a stub out from our irrigation system across the bike path to the other area for their use. Additional shrub heads could be added to our system and water their area at the same time. Mr. Stafford agreed with this plan as it would save them considerable time and money.

I then talked to Jim Gix, Region Construction Engineer, who concurred with this plan. Therefore, our estimate will show an anticipated item for a water supply line of $600 (Chatham Drive cul-de-sac only) instead of $3,555 (cul-de-sac and 6 inch line).

TS:ab
cc: Alfred Shirley, Jr.
J. J. Gix

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 26 1978
ENGINEERING SECTION

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Do Not File ☐
Return To
Bring Up __/__/__
Action

8759

1-5

Salem, Oregon
April 17, 1978

Floyd O. Scott
R/W Description Engineer

Garden Valley Rd.-Fairgrounds
Interchange
Pacific Highway
Douglas County

A. W. Bates
Resident Engineer
Box 1128
Roseburg, Oregon

Attn: R. Kleinschmit

The "As Const." information on the subject survey has been reviewed prior to submittal to Douglas County as required by ORS 209.250. Please submit the additional information listed below which will clarify and/or complete this survey.

1. Notes showing the location of R/W pins, and whether found or set as shown on print of R/W map 9B-6-16 (enclosed).

The pins as shown in the notes are checked with blue pencil, those on print only are circled with green pencil.

BY: Mel

Mel Jacobsen
Engineer Draftsman

MJ:mg

Attach.

8757

File
1-5

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 8, 1978

FROM: Tom Savage
Landscape Architect

TO: J. X. Wilson
Region 3 Construction Engineer

SUBJECT: Garden Valley-Fairgrounds Rd.
Pacific Highway
Douglas County

Mt. Nebo Benches

The following is a list of plants suitable for planting in dry places such as Mt. Nebo bench areas.

TREES:

Robinia Pseudoacacia = Black Locust - to 75'

*Populus Hybrid = Hybrid Poplar - to 35'

Elaeagnus Angustifolia = Russian Olive - to 20'

*Juniperus Scopulorum = Rocky Mountain Juniper - to 50'

SHRUBS:

Arctostaphylos Columbiana = Hairy Manzanita - to 3'-15'

Berberis Mentorensis = Mentor Barberry - to 7'

*Caragana Arborecens = Siberian Pea Shrub - to 20'

Cotinus Coggygria = Smoke Tree - to 10'

Cytisus Praecox = Warminister Broom - to 5'

Pyracantha Cocinea' La Landei' = Laland Scarlet Firethorn - to 8'

(* = Extremely Hardy)

The Landscape Unit has some listings of nurseries that grow the above plants.

TS:ab

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 0 9 1978
ENGINEERING SECTION

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Return To
Bring Up / /
Action

8759

File 1-5

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 22, 1978

FROM: Tom Savage
Landscape Architect

TO: Jim Gix
Region 3 Construction Engineer

SUBJECT: Garden Valley-Fairgrounds Road
Roadside Improvement
Pacific Highway
Douglas County
Chatham Avenue Cul-de-sac

Art —
Tom - Feb 6 copy
ab.

Enclosed is a copy of the letter and materials list for the Chatham Avenue water supply. We intend to make the cost of this water supply an anticipated item in our landscape contract.

On the materials list there are a number of items for a water supply to a fire hydrant. It is not related to our water supply. In order to get F.H.W.A. participation for these items, can you supply our office with information concerning the 6 inch line? This will enable us to present this to the F.H.W.A. with the rest of the package all at once.

Thank you.

1 Versteeg ✓
Christensen
George
2 Olson all.
Terpin
3 Sullivan HWS
Scott
Savage

RECEIVED
FEB 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

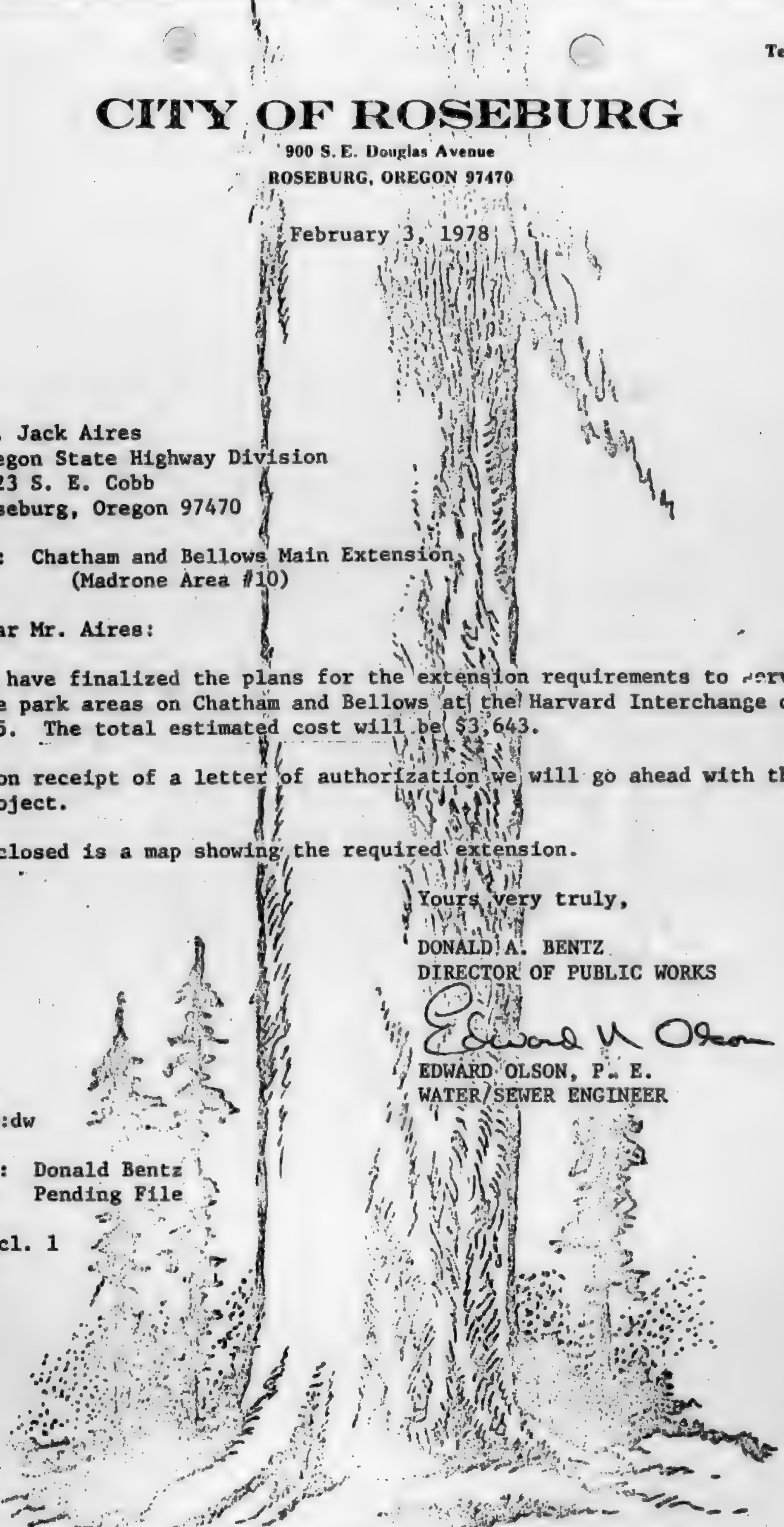
TS:ab

Discussed w/ Al Bates —
he will attempt to straighten the mess out - & get a plan of west side cul de sac in to put in plans. Says there is a R/W agreement problem that Boyd is working on. 2/24/78
(Boyd says it should be clear before letting deadline) 2/28/78
all

Telephone 503/672-7701

# CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470



February 3, 1978

Mr. Jack Aires
Oregon State Highway Division
1523 S. E. Cobb
Roseburg, Oregon 97470

Re: Chatham and Bellows Main Extension
(Madrone Area #10)

Dear Mr. Aires:

We have finalized the plans for the extension requirements to serve the park areas on Chatham and Bellows at the Harvard Interchange of I-5. The total estimated cost will be $3,643.

Upon receipt of a letter of authorization we will go ahead with the project.

Enclosed is a map showing the required extension.

Yours very truly,

DONALD A. BENTZ
DIRECTOR OF PUBLIC WORKS

Edward V. Olson

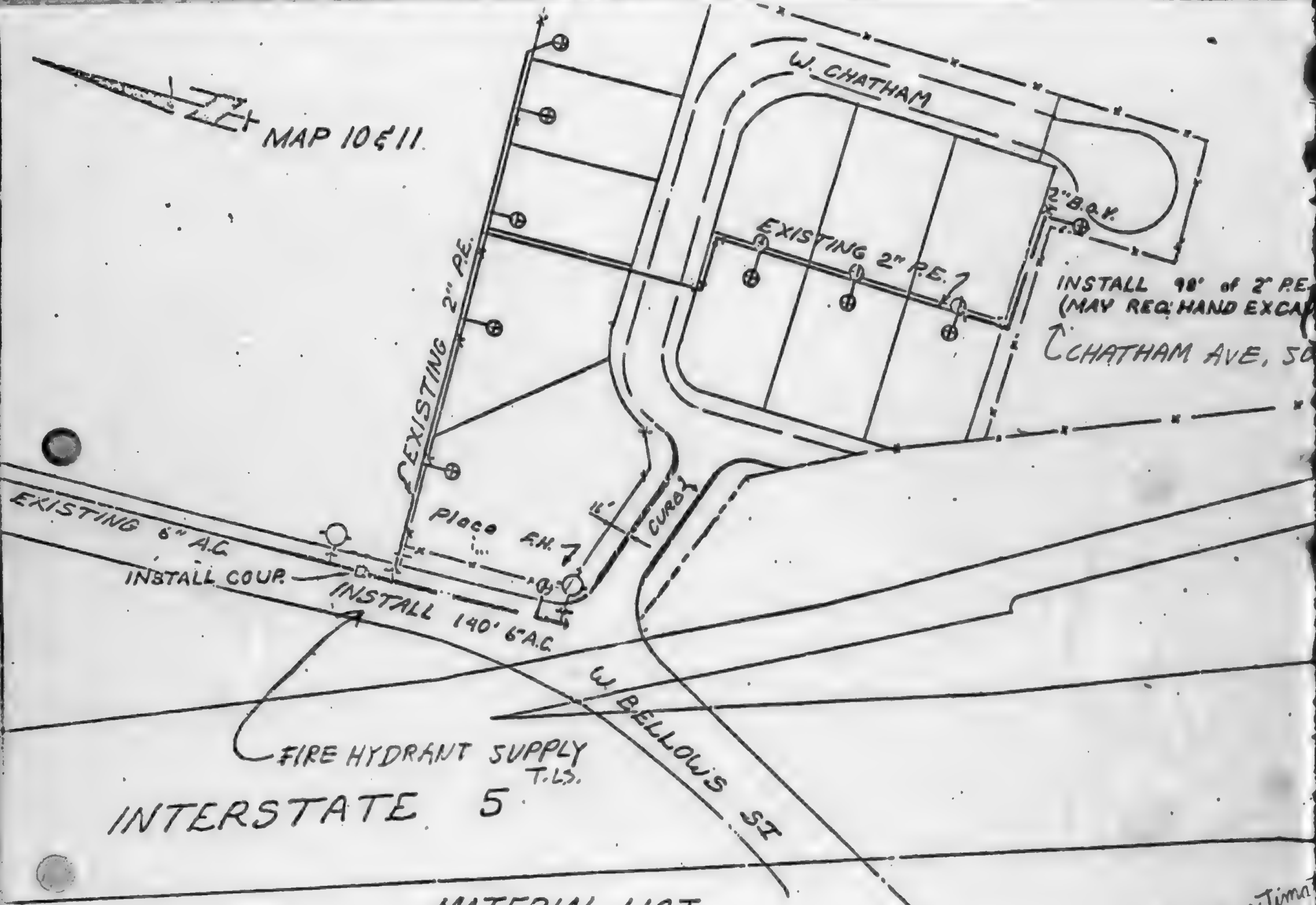
EDWARD OLSON, P. E.
WATER/SEWER ENGINEER

EO:dw

cc: Donald Bentz
Pending File

encl. 1

*Timber Capital of the Nation*


MAP 10 & 11
W. CHATHAM
2" B.O.V.
EXISTING 2" P.E.
INSTALL 98' of 2" P.E.
(MAY REQ. HAND EXCA
℄ CHATHAM AVE. 50
EXISTING 2" P.E.
EXISTING 6" A.C.
Place F.H.
CURB
INSTALL COUP.
INSTALL 140' 6" A.C.
W. BELLOWS ST
FIRE HYDRANT SUPPLY
T.L.S.
INTERSTATE 5

## MATERIAL LIST

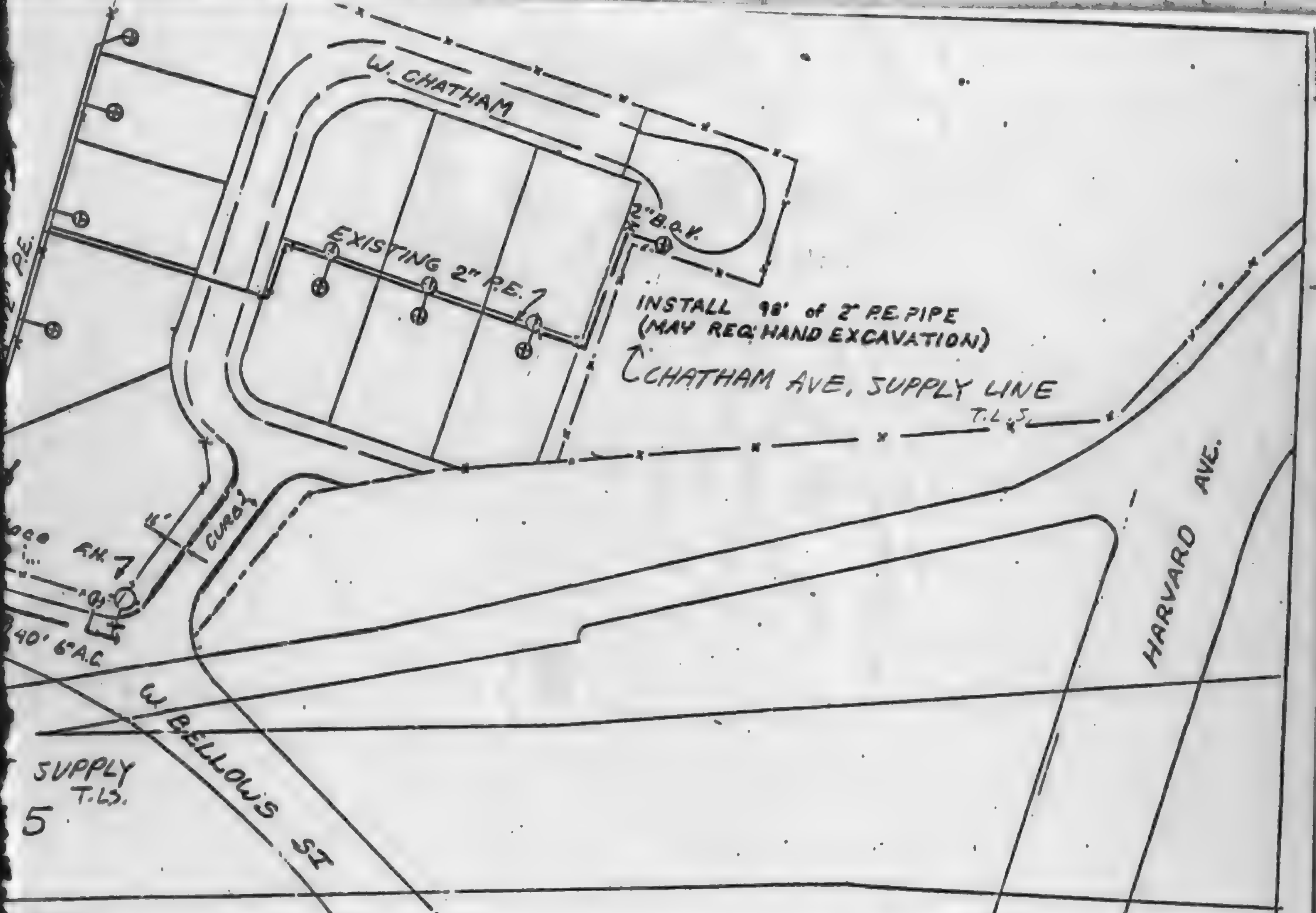
| | |
|---|---|
| 140 Ft. | 6" A.C. Pipe |
| 6 Ft. | 6" D.I. Pipe (F.H.) |
| 98 Ft. | 2" P.E. Pipe |
| 16 Ft. | 6" Valve Box Pipe |
| 1 Ea. | 6" Gate Valve (Flg. x M.J.) |
| 3 Ea. | 2" Gate Valve |
| 1 Ea. | 6" Coupling |
| 1 Ea. | 6"x6"x6" Tee (RTxF) |
| 1 Ea. | 6" Cap |
| 1 Ea. | Fire Hydrant Assembly |
| 1 Ea. | 2" Misc. Items |
| 3 Ea. | 6" Valve Box Lid |
| 238 Ft. | Tone Wire |

not included in estimat
Tom

NOTE:

THERE ARE UTILITY CONFLICTS
IN THIS AREA. USE
ONE CALL. 673-6676

CITY
SCALE: 1"=1
DATE: 1-19-
CHA
MA
ROSEB


W. CHATHAM
2" B.O.V.
EXISTING 2" P.E.
2" P.E.
INSTALL 98' of 2" P.E. PIPE
(MAY REQ. HAND EXCAVATION)
℄ CHATHAM AVE. SUPPLY LINE
T.L.S.
HARVARD AVE.
CURB
FH
40' 6" A.C.
W. BELLOWS ST
SUPPLY
T.L.S.
5

ATERIAL LIST

M.J.)

1 Ea. – 6"x6"x6" Tee (RT x F)
1 Ea. – 6" Cap
1 Ea. – Fire Hydrant Assembly
1 Ea. – 2" Misc. Items
3 Ea. – 6" Valve Box Lid
238 Ft. – Tone Wire

not included in estimate
Tom Savage

NOTE:

THERE ARE UTILITY CONFLICTS
IN THIS AREA. USE
ONE CALL. 673-6676

CITY OF ROSEBURG

| | | |
|---|---|---|
| SCALE: 1"=100' | APPROVED BY: | DRAWN BY: TEH |
| DATE: 1-19-78 | | REVISED: |

CHATHAM & BELLOWS
MAIN EXTENSIONS

ROSEBURG, ORE.

DRAWING NO.:

8759 1-5

Salem, Oregon
December 20, 1977

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Garden Valley-Fairgrounds (Bikeway)
Pacific Highway
Douglas County

A. Shirley, Jr.
Region 3 Engineer

Al Bates office was contacted by phone, relative to the bikeway adjacent to Gardon Valley Road. After review in field, an illuminaire and irrigation heads, will be involved with the bikeway. Al Bates is going to have field ties made to the items and submit to Final Design with recommendations.

LKW:ab
cc: Al Bates
W. H. Piete

8759

8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 4, 1977

FILE: -CON 5

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J. B. Boyd
Right of Way Engineer

SUBJECT: Harvard Ave. Interchange
Landscaping & Bike Path
Veterans Admin. Lease

Herewith a copy of the recorded 50-year Deed of Easement to construct and maintain a bike path on and across Veterans Administration Hospital property.

Glen Green of the FHWA has agreed that this instrument is satisfactory to allow construction of the bike path on the planned contract.

We should be clear to proceed with this portion of the contract.

jjg/cw
encl.

cc J. H. Versteeg
H. S. Coulter
Virgil Wilson
A. W. Bates

NOTED
H.S. COULTER

[illegible]
WY ENGR
NOV 7 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
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8759 8

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

November 1, 1977

Salem, ORegon

FROM: J. B. Boyd
Right of Way Manager

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Oregon Project I-5-3-(-124)
Garden Valley Bikepath
Veterans Administration Property
File #49498

I was attempting to solve the problem of the bikeway easement from the Veterans Administration. Veterans Administration were adament that they could not give greater than a 20 year easement. The FHWA believed that a 50 year easement was proper. Mr. Don Bentz of the city of Roseburg, has been in communication with the Veterans Administration and he indicates that a 50 year easement is possible.

I will hold any further action on this file until such time as Mr. Bentz or yourself receive some communication from the Veterans Administration. The contract that the bikepath will be included with is in the third quarter of 1978.

NOTED
E. S. HUNTER

JBB:lb

cc: E. S. Hunter✓
J. H. Versteeg
Virgil Wilson
C. Mathias
Glen Green
Don Bentz, City of Roseburg

NOTED
J. H. VERSTEEG

RECEIVED
TECHNICAL SERVICES

NOV 2 '77

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FOR

| Info | Interv | R/D | O/R | Stdy | Act | File |
|---|---|---|---|---|---|---|
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8759 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 25, 1977

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley Bike Path
Veterans' Administration Property File 49498

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr. Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Right of Way Manager J. B. Boyd's letter of September 22, 1977, provided preliminary information regarding a bikeway easement from the Veterans' Administration. Subsequent events as explained in Mr. Christensen's memorandum of October 7, 1977, indicate that a 50-year easement may be negotiated with the Veterans' Administration. A 50-year easement would be acceptable to FHWA as a basis for constructing the bikeway.

G.K. Hossner
for G. L. Green

cc:
Boyd (R/W)
D. Christensen (Design)
G. Clark (Reg. 3)

RECEIVED
TECHNICAL SERVICES
OCT 27 '77
REFER TO
FOR

| Info | Invest. | R/D | [illegible] | [illegible] | [illegible] |
|---|---|---|---|---|---|
| | | | | | |

cy Versteeg
Moehring
Pespin
Bud Shirley
10-31-77

NOTED
J. H. VERSTEEG

1-5

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 7, 1977

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Bicycle Path
Garden Valley Interchange
Pacific Highway
Douglas County

In response to a question as to the status of the lease for the bikeway across the Veteran's Administration property, I contacted Glen Clark of Region 3 on Thursday, October 6, 1977. He indicated that Mr. Don Bentz, City of Roseburg, has had some preliminary discussions with the Veteran's Administration and is confident that a 50-year lease can be negotiated with them if this would receive F.H.W.A. approval.

This possibility was discussed with Mr. Glen Hossner, F.H.W.A., also on October 6, 1977. Mr. Hossner indicated that he felt this would be acceptable to the F.H.W.A. and that negotiations with the Veteran's Administration should be started.

This information was passed on to Glen Clark.

DOC:az
cc: J. B. Boyd
Alfred Shirley
Glen Hossner, F.H.W.A.

1 Versteeg ✓
Christensen
George
Olsen
Turpin
2 Sullivan JWS
Scott
Savage

RECEIVED
OCT 07 1977
ENGINEERING SECTION

Trout
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9759

1-5

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
October 11, 1977

FROM: JAMES J. GIX
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Garden Valley-Fairgrounds Int.
Roadside Improvement
Pacific Highway
Douglas County

The preliminary plans for the landscaping are responsive to the concerns voiced at our preliminary meeting. We feel that all the trees and shrubs specified should do well in this area.

The primary change we would suggest would be to drop the trees in the lawn areas. We have no objections to those in the shrub area, however free standing trees add much to the maintenance and little to the final effect.

We also are concerned about the area near W. Corey Street. We receive complaints about the weeds, etc. already started in the roadside seeding. We would like to consider a sterilant and mulch treatment in this area.

JJG/dd

cc: Jack McCormick
Al Bates

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
3 Savage

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OCT 14 1977
ENGINEERING SECTION

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Action

8759

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

September 22, 1977

TO: Glen L. Green, Division Engineer
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Garden Valley Bike Path
Veteran's Administration Property
City of Roseburg
File #49498
RE: HRW 1-ORI-5-3(-_124

As I discussed on the telephone September 21, it appears to me we have reached an impasse attempting to get an easement or lease from the Veterans Administration for the bike path. It would certainly seem to me, in light of the modest capital investment and the property belonging to the U S Government, that we should adhere, in this case, to their request. I have personally contacted the Veterans Administration in Washington D.C. and done all I could to break the requirements of this time limit. I think in the case of a roadway where heavy capital investments were to be incurred that it is one thing, but in the case of the bike path it is hardly worth the effort to continue the dialogue with the Veterans Administration. It seems to me that this is just one place where judgment must be exercised and it is in the interest of all concerned to agree to this somewhat ridiculous requirement.

The bike path parallels very closely to our west right-of-way line between the South Umpqua River and Garden Valley Road, it is parallel to what we call "green-space" in the Veterans ADministration Hospital Grounds. Very little chance of development exists and if the dialogue continues much longer the contract for the landscaping will have been let without what I believe is a functional portion of that contract.

JBB:lb

NOTED
F. B. KLABOE

cc: J. H. Versteeg
A. Shirley
Virgil Wilson
Don Bentz

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
V. Skoog
F. Lowe

RECEIVED
DOT OPERATIONS
SEP 23 '77
REFER TO
FOR
Info
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D/R
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Act
File

8759

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Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

# *Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 15, 1977

In reply refer to: HRW.1-OR/I-5-3(-)124
X Ref: I-5-3(77)124

SUBJECT: Garden Valley Bike Path
Veteran's Administration Property
City of Roseburg
(Mr. Duane O. Christensen's 9-6-77 memo)

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT

In his memo, Mr. Christensen sought our approval to include the construction of the bikepath in the proposed Garden Valley-Fairgrounds landscaping project. We have no objection to this proposal and it is approved.

Mr. Christensen also asked for approval of a 20-year lease from the Veteran's Administration to the City of Roseburg for the necessary right of way upon which to construct the bike path. Because this will be a segment of an integrated bikepath system, which almost certainly will exist for a time much exceeding 20 years, we do not think a 20-year period is long enough to ensure continued public use of this segment.

We would prefer a permanent easement, but, since the Veteran's Administration is reluctant to enter into such an agreement, a somewhat longer lease period would be desirable. Ninety-nine years is a common period for many land leases upon which the lessee will construct an improvement. We suggest that an attempt be made to secure such a lease from the Veteran's Administration.

Mather for
G. L. Green

cc:
OSHD (J B Boyd)
OSHD (D Christensen)
OSHD (H Coulter)
OSHD (T Savage)
OSHD (L Watson)
Quesnel

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TECHNICAL SERVICES
SEP 16 '77
REFER TO Boyd
FOR

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9-19-77

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# OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 6, 1977

NOTED
E. S. HUNTE'

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Garden Valley Bike Path
Veteran's Administration Property
City of Roseburg
Pacific Highway
Douglas County

As part of the proposed landscaping contract for the Garden Valley-Fairgrounds Interchange project we intend to construct a 10-foot wide, two-way bicycle path across the Veteran's Administration property. The bike path would parallel I-5 on the west side and would extend from the South Umpqua River to Garden Valley Boulevard. The estimated cost of the bikeway is approximately $40,000.

Attached is a copy of Deed of Easement from the Veteran's Administration to the City of Roseburg for a 20-year period to build the bike path across their property. Also attached is a letter from the City of Roseburg concerning the Deed of Easement. The 4-foot high split rail fence called for in the easement will not be a contract item. It will be constructed by the City of Roseburg.

This information is being forwarded to you for your review and approval to include it in the proposed Garden Valley-Fairgrounds Interchange Landscaping project. We have reviewed the Deed of Easement and find it acceptable.

We feel the 20-year easement period is adequate considering the facility and estimated cost of construction. We have contacted Mr. Tom Lowe of your staff and he requested that the attached information be sent to you for your review and approval.

RECEIVED
TECHNICAL SERVICES

SEP 7 '77

REFER TO

FOR

| Info | Issue | R/D | D/A | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:az
cc: E. S. Hunter
J. B. Boyd
A. Shirley
T. L. Savage
L. K. Watson

Form 81-734-3122

-8759

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

August 22, 1977

FILE: TRA 7

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: Garden Valley Bike Path
Veterans Administration Property
City of Roseburg

TO: J. H. Versteeg
Road Design Engineer

Herewith a copy of Deed of Easement from the Veterans Administration to the City of Roseburg for a 20-year period to build a bike path. Also attached is a letter from the City of Roseburg asking pertinent questions on the acceptability of this instrument.

Please forward this easement through channels to the Federal Highway Administration so that the matter may be resolved. This bike path was to be included in the landscaping contract for the Garden Valley-Fairgrounds Interchange project.

see attached letter

Also requires construction of a (4' split rail fence) and signing specified by Hosp. Director.

L city

jjg/cw
Encl.

cc A. W. Bates
Don Bentz

11-1 - R/W (Rod Henry) says they can handle if you desire, providing the questions are answered.
δ.

R/W File 49498

Desc. has been changed. Ending distance shortened so strip would not go to R/W line as needed.
δ.

1 Versteeg
2 Olson all.
3 Christensen Doc
4 Scott δ
Swenson
Savage
Treu

RECEIVED

AUG 24 1977

ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sampie
✓ Watson LW
Wolfe

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BY FINAL DESIGN ENGINEER

8-25-77

Gix indicated field information would be in from field in 2 to 3 weeks.
Doc

Telephone 503/672-7701

CITY OF ROSEBURG
900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

August 11, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon

Dear Mr. Shirley:

Attached is an executed easement for the bike trail (paralleling I-5) between the South Umpqua River and Garden Valley Boulevard through the Veterans Administration property.

Terms of the easement call for 20 years which, indications from the Highway Division are, may not be long enough. I have talked with Veterans Administration representatives in Washington D. C. and they felt 20 year life of the facility is in keeping with standards (expected life) of such a facility. If, however, problems occur they will again start the procedure to increase the length to satisfy the Federal Highway Administration. A letter from the Federal Highway Administration requesting such changes would be appreciated by them.

Please keep me posted.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

ROSEBURG REGION
RECEIVED
AUG 1[illegible] 1977
RE | Rnd
RUS | DES | RBR | FILE
ENV | FAE | RBI

*Timber Capital of the Nation*

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 8, 1977

SUBJECT:

FROM: Tom Savage
Landscape Engineer

TO: Alfred Shirley, Jr.
Region III Engineer

Hal Versteeg asked me to supply you with some alternatives for dealing with Mt. Nebo. I have also included my comments concerning these proposals.

General Comments. The benched face is practically unnoticeable from the eyes of the passing motorist along I-5. The face is visible from downtown Roseburg. The faces and benches are virtually devoid of vegetation. There is no practical way to revegetate the faces. The nearly vertical, solid rock faces are exposed to the hot sun. Not even trailing or climbing vines are likely to withstand these conditions.

The benches on Mt. Nebo are so large and dominating that even if the vegetation planting were successful, it will not "hide" the cuts. In fact, it would probably emphasize the horizontal lines of the benches. By no stretch of the imagination will Mt. Nebo ever again appear "natural" as long as the benches exist.

Vegetation On The Benches. It may be possible to establish vegetation on the rock benches. Of the five benches only the lower two are accessable by road. It would be extremely expensive to try to plant vegetation on the three upper benches.

Topsoil, irrigation and initial planting of the lower two benches would cost approximately $27,000. The cost estimate "A" itemizes these costs.

Helicopter Seeding. It would be feasible to helicopter seed the benches with hardy grasses. We could also include native tree and shrub seeds. With the lack of rainfall and soil, the success of seeding would be very questionable. The only value in attempting establishing seed on the benches is that they may provide a suitable growing medium for native vegetation to seed itself on the benches.

Helicopter seeding the three upper benches would cost approximately $620. Seeding the two lower benches would be $1,050. See Estimate "B" for items.

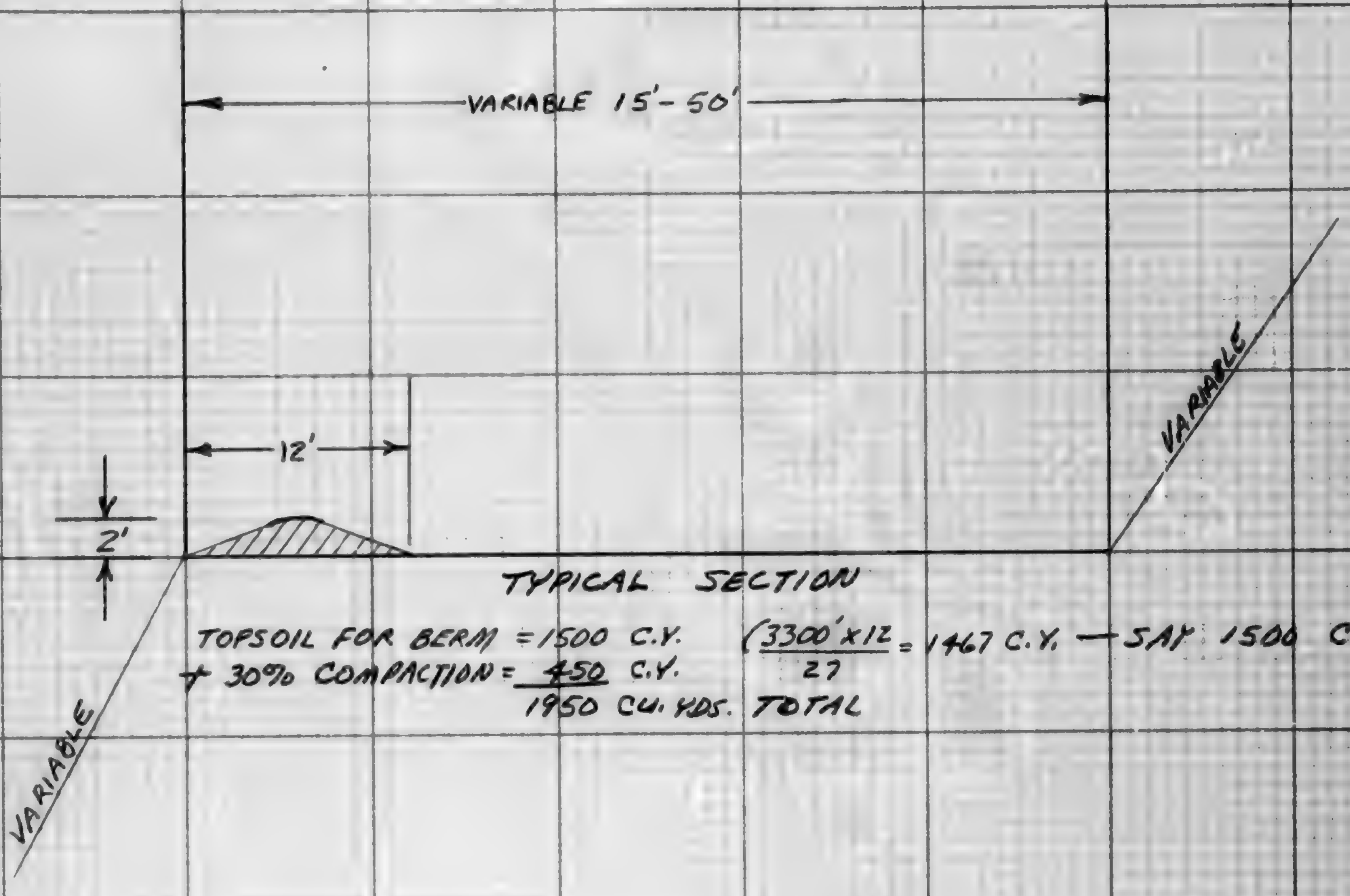
Rock Faces And Vandalism. The graffiti on the rock faces can be painted over. Phorus ammonium sulfate can be sprayed on the rocks and painted. It gives the rock an aged appearance. It would have to be tried on a small section first to see if it would give the desired effect. It would be a relatively inexpensive process.

It could be assumed that whatever work is done on the benches will be subject to continuing vandalism. The kids will still paint on the rocks and while they are at it they would probably rip up trees and irrigation.

TLS:az
Attachment

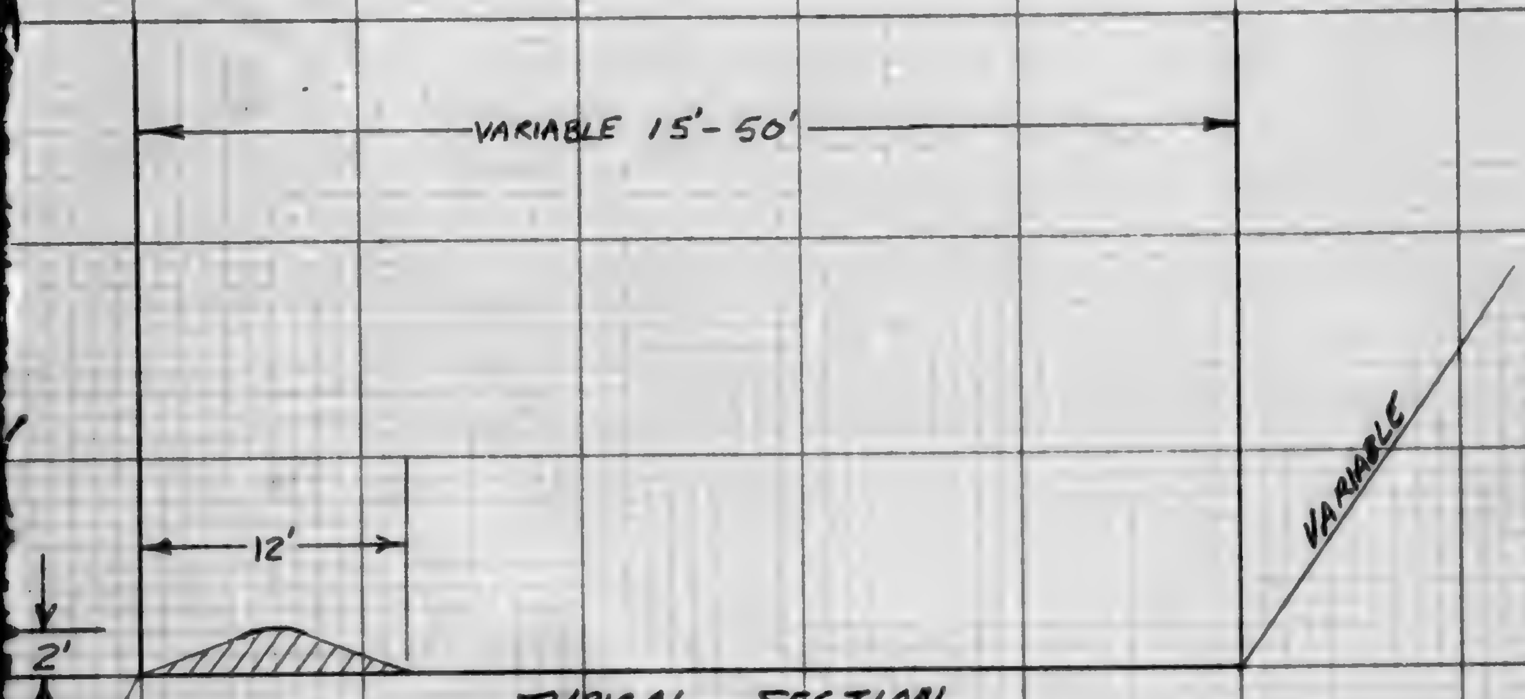
ESTIMATE "A"
Mt. Nebo Screen
Irrigation Materials
Sheet 1

| ITEM | UNIT | NET AMOUNT | ALLOW | TOTAL AMOUNT | UNIT COST | TOTAL COST |
|---|---|---|---|---|---|---|
| 1/2-inch Water Pipe Cl. 200 P.U.C. | Lin. Ft. | 965 | 35 | 1,000 | .72 | 720.00 |
| 3/4-inch Water Pipe Cl. 200 P.U.C. | Lin. Ft. | 925 | 25 | 950 | .80 | 760.00 |
| 1-inch Water Pipe Cl. 200 P.U.C. | Lin. Ft. | 660 | 40 | 700 | .90 | 630.00 |
| 1-1/4-inch Water Pipe Cl. 200 P.U.C. | Lin. Ft. | 1,250 | 150 | 1,400 | 1.08 | 1,512.00 |
| .580 I.D. Drip Irrigation Hose | Lin. Ft. | 3,300 | 200 | 3,500 | .15 | 525.00 |
| Pressure Compensating Emitters | Only | 555 | 45 | 600 | 1.00 | 600.00 |
| 3/4-inch Pressure Reducers/Gauges | Only | 7 | --- | 7 | 35.00 | 245.00 |
| Plastic Meter Type Boxes/Locking Covers | Only | 9 | 1 | 10 | 23.00 | 230.00 |
| TH Automatic Valve - 1-inch Size | Only | 1 | --- | 1 | 100.00 | 100.00 |
| Automatic Timer - 1 Sta./Waterproof | Only | 1 | --- | 1 | 125.00 | 125.00 |
| 1-1/4-inch Gate Valve | Only | 1 | --- | 1 | 25.00 | 25.00 |
| 3/4-inch Manual Drain Valve | Only | 5 | --- | 5 | 15.00 | 75.00 |
| Manual Flush End Plugs | Only | 14 | --- | 14 | .60 | 8.40 |
|  |  |  |  |  |  | 5,555.40 |
| 1-inch Double Check Valve | Only | 1 | --- | 1 | 225.00 | 225.00 |
| 1/2-inch Air Release Valve | Only | 1 | --- | 1 | 75.00 | 75.00 |
| Filter - 20 G.R.M. | Only | 1 | --- | 1 | 100.00 | 100.00 |
|  |  |  |  |  |  | 5,955.40 |


VARIABLE 15'-50'
12'
2'
VARIABLE
VARIABLE

TYPICAL SECTION

TOPSOIL FOR BERM = 1500 C.Y. ($\frac{3300' \times 12}{27}$ = 1467 C.Y. — SAY 1500 C.Y.
+ 30% COMPACTION = 450 C.Y.
1950 CU. YDS. TOTAL


VARIABLE 15'-50'
12'
2'
VARIABLE

TYPICAL SECTION

TOPSOIL FOR BERM = 1500 C.Y. ($\frac{3300' \times 12}{27}$ = 1467 C.Y. — SAY 1500 C.Y.)
+ 30% COMPACTION = 450 C.Y.
1950 CU. YDS. TOTAL

ESTIMATE "A"
Mt. Nebo Screen
Sheet 2

| ITEM | UNIT | AMOUNT | UNIT COST | TOTAL COST |
|---|---|---|---|---|
| Furnishing and Planting Trees | Only | 70 | $ 40.00 | $ 2,800.00 |
| Furnishing and Planting Shrubs | Only | 415 | 8.00 | 3,320.00 |
| Furnishing and Planting Vines | Only | 1,650 | .60 | 990.00 |
| Furnishing and Placing Topsoil | Cu. Yd. | 1,950 | 7.00 | 13,650.00 |
| Helicopter Seeding and Fertilizing | Acre | 12 | 476.55 | 5,718.60 |
| Irrigation | Lump Sum | 1 | 6,000.00 | 6,000.00 |
| | | | | $32,478.60 |
| | | | Minus Seeding | - 5,718.60 |
| | | | | $26,760.00 |

# ESTIMATE "B"
# Helicopter Seeding and Fertilizing
Mt. Nebo (Roseburg)
Pacific Highway
Douglas County

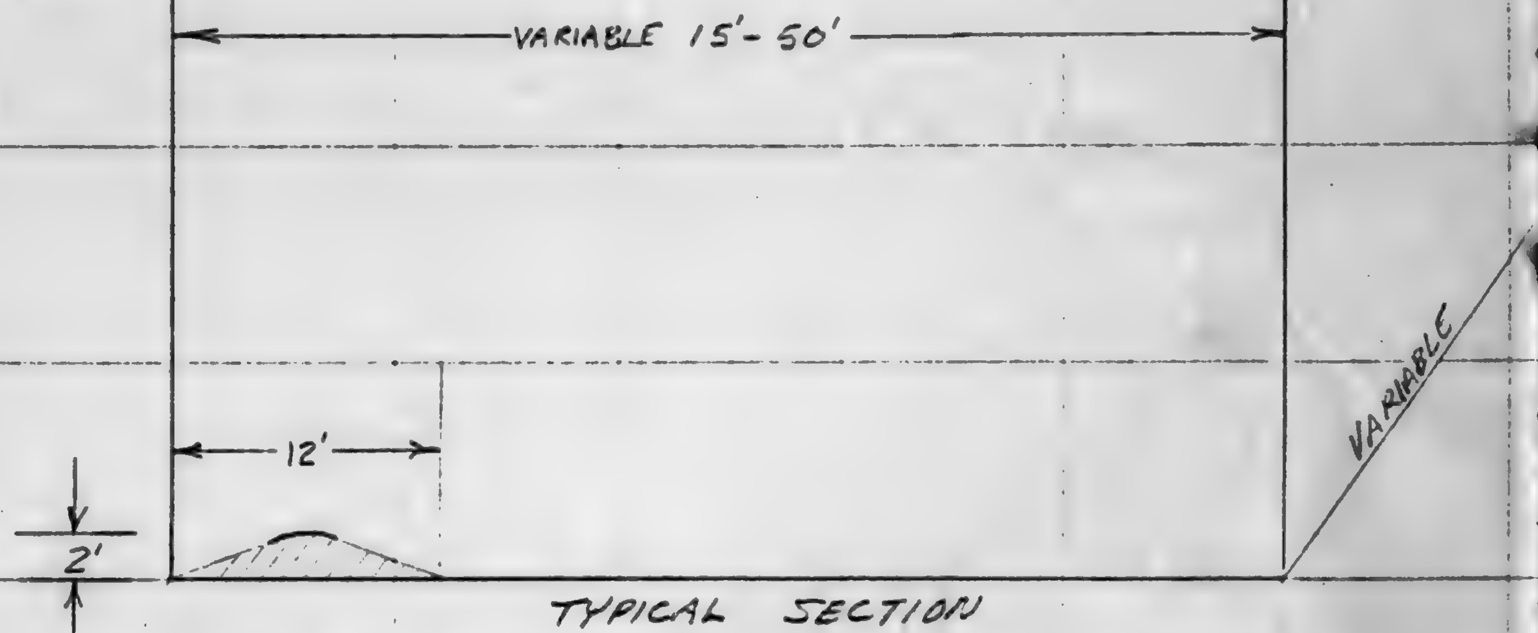
Estimate of cost 1..3 acres (Use 12 acres)

| | |
|---|---|
| Flight Time (Move, Set Up and Application) | $3,000.00 |
| Seed 150#/Acre at $139.05/Acre | 1,668.60 |
| Fertilizer 500#/Acre at 0.175¢/lb. ($350.00/Ton) | 1,050.00 |
| | $5,718.60 |

$\frac{\$5,718.60}{12}$ = $476.55 per Acre

| KIND OF SEED | MINIMUM QUANTITY/ACRE | COST/LB. | COST/ACRE |
|---|---|---|---|
| Durar Hard Fescue | 37 lbs. | $1.70 | $ 62.90 |
| Troy or Big Sherman Bluegrass | 37 lbs. | .80 | 29.60 |
| Pennlawn or Illahee Cr. Red Fescue | 57 lbs. | .65 | 37.05 |
| Manhattan Perennial Rye Grass | 19 lbs. | .50 | 9.50 |
| Total | 150 lbs. | | $139.05 |

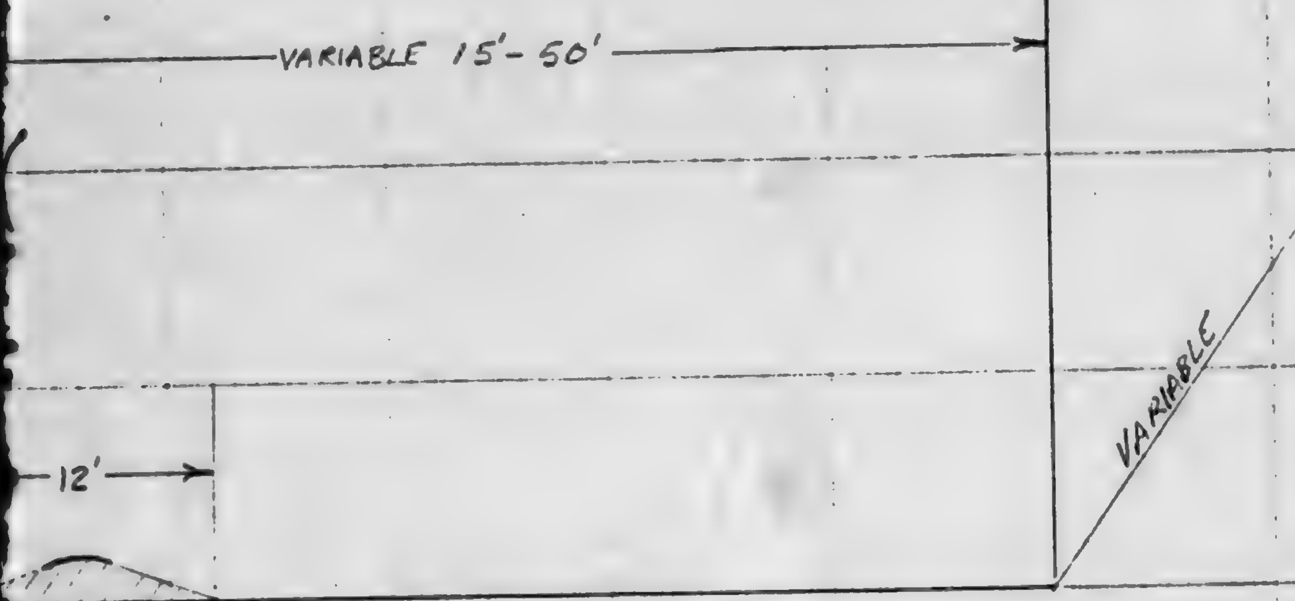
| | | |
|---|---|---|
| Two Lower Benches | 2.2 Acres | = $1,048.41 |
| Three Upper Benches | 1.3 Acres | = $ 620.52 |


VARIABLE 15'-50'
12'
2'
VARIABLE

TYPICAL SECTION

TOPSOIL FOR BERM = 1500 C.Y. $(\frac{3300' \times 12}{27}$ = 1467 C.Y. — SAY 1500
+ 30% COMPACTION = $\underline{450}$ C.Y.
1950 CU. YDS. TOTAL

VARIABLE


VARIABLE 15'-50'
12'
VARIABLE

TYPICAL SECTION

PSOIL FOR BERM = 1500 C.Y. ($\frac{3300' \times 12}{27}$ = 1467 C.Y. — SAY 1500 C.Y.)
30% COMPACTION = 450 C.Y.
1950 CU. YDS. TOTAL

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 4, 1977

Tom Savage

FROM: Tom Savage
Landscape Engineer

SUBJECT:

TO: James Gix
Regional Construction Engineer

Mr. Kerwin's offer is certainly a generous offer. If the planting of benches one and two were done as part of the roadside improvement contract, state forces could then add the dogwood trees.

There are more than a dozen varieties of dogwood, but I would guess the kind Mr. Kerwin has are the Native Western Dogwood. While they are hardy in the Roseburg area, they are subject to sunburn of the bark. Wrapping the trunks may protect them from the sun on the exposed benches.

Two feet of topsoil on the lower two benches, would take 3,900 c.y. at $7.00/c.y., equaling $27,300.

TLS:az

1-3

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 3, 1977

Thomas L. Savage

FROM: Thomas L. Savage
Landscape Engineer

TO: MEMO TO THE FILES

SUBJECT: Garden Valley Int.-Fairgrounds Rd.
Pacific Highway
Douglas County
Roadside Improvement

On Friday, May 27, Merle Anderson and I reviewed the proposed project with the Region Engineer, Bud Shirley.

Bud felt the Alternate I Plan would probably not be acceptable to the city. He felt Alternate II was more acceptable and Alternate III was probably too lavish. I feel, however, that Alternate III is about what the city is expecting. It is similar to Harvard Avenue Interchange landscaping.

Bud is arranging a meeting in June with representatives from the city, the county and the local newspaper. He said he may wish Merle and I to attend the meeting.

We also informed Bud that we are researching alternatives for revegetating Mt. Nebo.

TLS:az

1 Versteeg ✓
2 Olson
3 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
JUN 0 3 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sample
✓ Watson

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9759

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 17, 1977

Tom Savage

FROM: Tom Savage
Landscape Engineer

TO: Hal Versteeg
Head of Engineering

SUBJECT: Garden Valley-Fairgrounds Road
Landscaping Cul-de-sac on W.
Chatham Drive
Roseburg
Pacific Highway
Douglas County

Jack Ayres, Utilities Engineer, checked with the water company about service for the area.

A 2" line located approximately 150' west of this cul-de-sac is the nearest water line. The City wants us to hook into this 2" line with a 6" line, as per City "policy".

Jack estimated $1,650.00, plus easement, to service this small area for convenience to the City.

These costs will be in addition to the landscaping and irrigation ($1,200.00 estimate). After completion the City will take over maintenance, as outlined in my letter of August 4.

There may be some difficulty in getting Federal Highway participation. The cul-de-sac is outside the interstate right-of-way. The cul-de-sac was part of a right-of-way obligation, so the F.H.W.A. should participate.

I am not familiar with the City's water line policy, but it does seem ridiculous to hook up to a 2" water main with a 6" service line and back down to a 1" meter.

It would seem more reasonable to make this a cooperative project with the neighborhood. We could plant shrubs around the cul-de-sac (cost approximately $1,100.00) and the neighbors could water them occasionally for a couple of summers until they become established.

TS:az

1 Versteeg ✓
2 Olson ulk
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
AUG 18 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up 9/18/27
Other

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 4, 1977

Tom Savage

**FROM:** Tom Savage
Landscape Engineer

**TO:** J. H. Versteeg
Head of Engineering

**SUBJECT:** Garden Valley-Fairgrounds
Pacific Highway
Douglas County
Roadside Improvement

We are including in plans the landscaping recommended by the attached letter and plan.

I feel it is necessary to say that we would normally not consider landscaping this cul-de-sac for the following reasons:

> It is too far away from the main project and will require a separate water meter.
>
> It benefits only the residents next to it.
>
> Lawn in such a small area is bothersome to properly maintain.
>
> Shrubs would be less trouble to maintain, except that the neighborhood kids now playing in the dirt would probably play in the bark dust.
>
> Also, shrubs would cost about $2,200.00.
>
> The cost of lawn and irrigation around the cul-de-sac will be approximately $1,200.00.

1 Versteeg ✓
2 Olson ACR
Chris[illegible]
Scott
Swenson
Savage

RECEIVED
AUG 05 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

TLS:az

8759

E.S. Hunter

FORM 61-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
July 19, 1977
25,

Alfred Shirley

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Garden Valley-Fairgrounds
Landscaping

TO: H.S. Coulter
State Highway Engineer

The landscaping plans, at least to date, have not included any landscaping for the area behind the curb of the cul-de-sac, under contract on N. Chatham Drive. This is shown shaded in yellow on the attached sketch.

We have had some complaints about the lack of landscaping at this location.

This area will become the responsibility of the City of Roseburg to maintain, and the city has indicated an agreement to maintain a lawn and irrigation system in the area.

Attached is a letter from the city agreeing to accepting this responsibility. This office recommends that that area be landscaped with a lawn and irrigation system.

AS/slc
Encl.

7-25-77 cc E.S. Hunter ✓
J.H. Versteeg

Hal.
[redacted]
Will Feds participate?
Can you include in plans?
When will paving job be let?
Ed.

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
July 19, 1977

FILE: CON 5

NOTED
H. S. COULTER

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Garden Valley-Fairgrounds Landscaping

TO: H.S. Coulter
State Highway Engineer

The landscaping plans, at least to date, have not included any landscaping for the area behind the curb of the cul-de-sac, under contract on N. Chatham Drive. This is shown shaded in yellow on the attached sketch.

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This area will become the responsibility of the City of Roseburg to maintain, and the city has indicated an agreement to maintain a lawn and irrigation system in the area.

Attached is a letter from the city agreeing to accepting this responsibility. This office recommends that that area be landscaped with a lawn and irrigation system.

AS/slc
Encl.

cc E.S. Hunter
J.H. Versteeg

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
Hunter & Hochwing
FOR
Info Inves R/D D/R Sign Act File

what would cost be? — will FHWA participate?
If not too large recommend agreement with city be prepared and then proceed. —

NOTED
E. S. HUNTER

Telephone 503/672-7701

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

July 12, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

I have discussed your letter of July 1, 1977 reference Chatham Drive landscaping with our Parks Director and recommend that since this is a flat area that can be easily maintained, a sprinkling system with lawns be considered in your landscaping plans.

Upon completion of the work, the Parks Department of the City will accept the responsibility for maintenance.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

[illegible]
RECEIVED
JUL 13 1977

*Timber Capital of the Nation.*

*Department of Transportation*
HIGHWAY DIVISION
Region 3
672-6658
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-3341~~

CON 5

July 1, 1977

Donald A. Bentz
Director of Public Works
City of Roseburg
900 S. E. Douglas
Roseburg OR 97470

Dear Don:

Attached is a copy of a letter to the editor that appeared in yesterday's edition of The News-Review.

Apparently residents on W. Chatham Street are complaining that the area behind the curbs on the cul-de-sac on N. Chatham Street has not been landscaped.

According to the agreement between the State of Oregon and the City of Roseburg for the construction of the Garden Valley-Fairgrounds Section of I-5, this cul-de-sac will become the maintenance responsibility of the City of Roseburg.

This office is willing to recommend that landscaping be done in this area if the City of Roseburg is willing to assume the maintenance. If the city is agreeable to this, please advise the extent of the landscaping maintenance you might be willing to assume such as irrigation, lawn, ground cover, shrubs, etc.

Cordially,

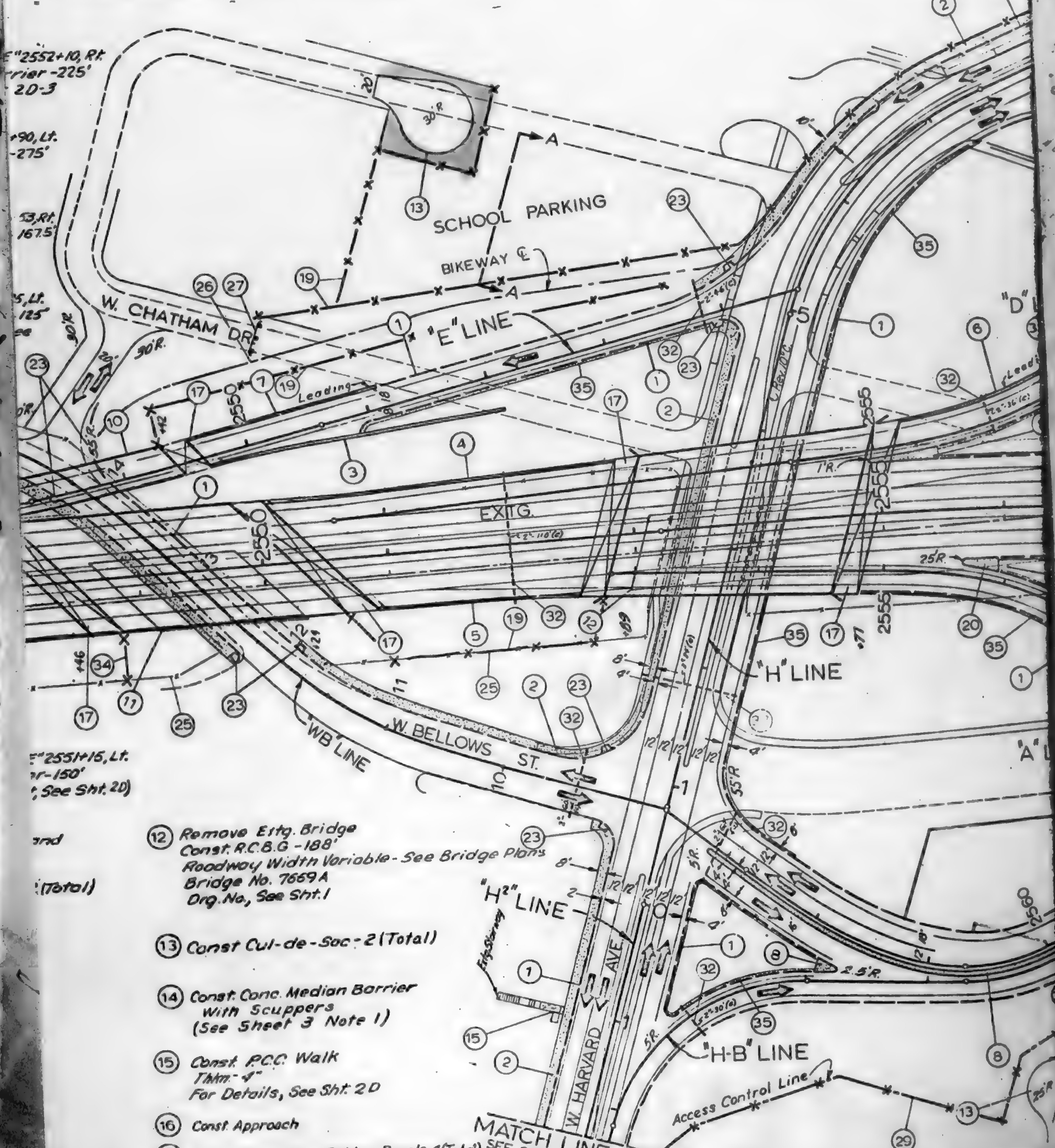
ALFRED SHIRLEY, JR.
Regional Engineer

as/cw
Attach.

cc A. W. Bates

# HARVARD AVE. INTERCHANGE

SEC. 24, T.27S., R.6W., W.M.
ROSEBURG


SCHOOL PARKING
30'R.
20'
A
BIKEWAY ℄
W. CHATHAM DR.
"E" LINE
Leading
90'R.
90'R.
20'
55'R.
2550
EXTG.
2550
2555
2555
25'R.
1'R.
"H" LINE
"D" L
"A" L
"WB" LINE
W. BELLOWS ST.
"H²" LINE
W. HARVARD AVE.
"H-B" LINE
Access Control Line
Extg. Stairway
2.5'R.
5'R.
25'R.
2560
8'
4'
12' 12' 12' 12' 12'
MATCH LINE SEE SHEET 5L
1
2
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35

E"2552+10, Rt.
rrier-225'
2D-3

+90, Lt.
-275'

53, Rt.
167.5'

5, Lt.
125'
ee

E"2551+15, Lt.
ar-150'
; See Sht. 2D)

and

(Total)

⑫ *Remove Extg. Bridge*
*Const. R.C.B.G -188'*
*Roadway Width Variable - See Bridge Plans*
*Bridge No. 7669 A*
*Drg. No., See Sht. 1*

⑬ *Const Cul-de-Sac - 2 (Total)*

⑭ *Const. Conc. Median Barrier*
*With Scuppers*
*(See Sheet 3 Note 1)*

⑮ *Const. P.C.C. Walk*
*Thkn. - 4"*
*For Details, See Sht. 2D*

⑯ *Const. Approach*

⑰ *Const. Reinf. Conc. Bridge Panels - 4 (Total)*
*Drg. No. 2070*

8759

9

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 3, 1977

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Landscape Maintenance Costs
Garden Valley-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Annual maintenance costs for labor, water, fertilizer, equipment rental and plant replacement for a high level of landscaping on the Garden Valley Interchange, Harvard Avenue Interchange and the Fairgrounds Interchange will be substantial. A cooperative agreement with the City of Roseburg, Douglas County, the Veteran's Administration and the BLM might be a possibility.

Perhaps the BLM and the Veteran's Administration would contribute to the maintenance cost at the Garden Valley Interchange, the City of Roseburg at the Harvard Avenue Interchange and Douglas County at the Fairgrounds Interchange. If they choose not to assist with the maintenance costs of these landscaping projects, then they would not be in a position to be critical of our level of landscaping and maintenance.

JHV:jh
cc: E. S. Hunter ✓

RECEIVED
STATE HWY ENGR
MAY 4 '77
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8759

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

# *Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 3, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-5-3(77)124
Garden Valley Road-Fairgrounds Rd. Sect.
Douglas County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Rulien's letter of 4-12-77 requests authorization to proceed with the actual acquisition of File 49498 - Veterans Administration.

This office concurs in the use of the right of way as shown on the map attached to your request; however, we have no authority to authorize acquisition or granting of an easement on property owned by the U. S. Government. Under the provisions of FHPM 7-2-5, Paragraph 4 and Attachment 1, the State has authority to file an application directly to the Veterans Administration in Washington, D.C.

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 4 '77
REFER TO
orig to Rulien cy Boyd
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  | ✓ |  |

April 12, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. I-5-3(77)124
Garden Valley Rd.-Fairgrounds Rd. Sec.
File 49498

We hereby request your authorization to proceed with the actual acquisition of the above listed property under the subject project. The area to be acquired consists of a permanent easement for the construction of a bikepath from Garden Valley Road to connect with an existing bikepath at the S. Umpqua River. The property to be acquired is as outlined in red on the attached sketch map, and does not involve any relocation.

The estimated cost of the property is $1,000 and authorization to proceed as requested will obligate $920 in federal funds.

CL:ljt

Att.

cc: J. B. Boyd
Frank Lowe

8759

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 2, 1977

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Landscape Project
Garden Valley-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

In the discussion of the landscaping concepts for this I-5 project several questions have been raised.

1. What would the local impacts be if these three interchanges were not landscaped?
2. If they are to be landscaped, what is the minimum that would be acceptable to the public?
3. Should a citizen's advisory committee be formed to advise the Highway Division on the scope of this landscaping project?
4. Will the City of Roseburg share in the costs of irrigation and fertilizer for this project?
5. How many maintenance people can be committed to the care of these three interchanges?
6. What level of funding for the annual maintenance costs is reasonable based on our current revenues?
7. What will be the reaction of the other people and communities in Douglas County to the beautification of this section of I-5 in Roseburg?

We need some discussion on these and other pertinent topics to determine how we should proceed in the development of landscaping projects for this section of I-5.

RECEIVED
STATE HWY ENGR
MAY 3'77
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

JHV:jh
cc: E. S. Hunter
Tom Savage

8759 1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 10, 1977

J. C. Vincent

FROM: J. C. Vincent
Irrigation Engineer

TO: MEMO TO THE FILES

SUBJECT: Garden Valley Road-
Fairgrounds Interchange
Pacific Highway
Douglas County

Curt Duval, Resident Engineer, Roseburg, called and expressed an opinion to have the Garden Valley Interchange irrigation system disconnected from the city water system and connected to the existing pumb which has been and will be serving the Harvard Interchange.

There also seems to be other people in Region III who are prompted to think in this direction. The motivation for this is apparently the monthly water bill of from $300-$600.

The existing system at Garden Valley is served by two separate water meters, one on either side of the freeway. To change this system from city water to a pump would require some renovation in the manner following: (Approximately)

1. Install 3,200 lin. ft. 4" P.V.C., Class 200, from the pump to the interchange.
2. Install 250 lin. ft. 3" P.V.C., Class 200, from the west side of the interchange to the east side--this to be under or over the Garden Valley Road Overcrossing Bridge.
3. Removing and reinstalling (2) two 2-1/2" gate valves.
4. Salvaging (3) three 2" pressure vacuum breakers.
5. Capping city water main connections.
6. Adjusting controller wiring schedules.
7. Install pump start switches in existing controllers - unknown quantity. (Not sure of number of controllers - doubt if they have switches.)
8. Install wiring from pump start switches to pump, a distance of 3,500 lin. ft. (number of wires required unknown).
9. Either a larger pump at the existing pump location, if the existing intake is large enough to service both areas, or a new pump - possibly at a new location. The Bridge Department will have to explore this and give us their recommendations.
10. File for water application rights.

11. Make plat map of water use area and water source.
12. Unknown size and quantity of galvanized electrical conduit for pump start wiring - may be just across Garden Valley Road Overcrossing Bridge, possibly from controllers to pump.

I talked with Harvey Argo this morning about the existing pump that serves the Harvard Interchange at Roseburg. He feels that it is so old that it will not adequately serve when hooked back up to the system. In flood stage times, they have a lot of sand build-up around the intake and have to go out in a boat and move the sand away.

There is no way of removing the pump for service without digging a hole in the roadway above it.

Harvey said he would prefer an intake and submersible pump system such as the two for the northbound and southbound safety rest areas.

Harvey said that he would also like to see the Fairgrounds Interchange on a pump system of it's own - use a river access just opposite the Interchange itself.

The existing pump is a Berkley 8 Stage, (1954) Model 803 LL-8-15 HP, 3 Phase, 230 Volts, Ser. # 5410298, 272 Total Dynamic Head Feet when new, 150 EPM at Static Head, 118 lbs. pressure, 1" Stainless Steel Shaft with 1-1/2" oil column, 4" oil lubed. The pump was tested and repairs made on July 6, 1971. At that time the pressure was 98 lbs. static. A new pump head was put on at this time at a cost of $1,100.00 for parts only.

Gerretsen's Building Supply
Bud Smith or Arnold
672-2636 or 2831

The above people say as far as they are concerned this unit is obsolete.

JCV:az
cc: A. D. Olson
Curt Duval
Alfred Shirley

asked Vincent to have our local man call the Watermaster to be sure there is no problem with water rights before we pursue this to any extent.

ADO. 3/14/77

8759 1-5

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 18, 1977

FILE:

**FROM:** Adele L. Egan
R/W Office Manager

**TO:** J. H. Versteeg
Road Design Engineer

Attn: Floyd Scott

**SUBJECT:** Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County
AGR 7

Region 3 has put together a proposed packet with the City of Roseburg for revising the location of the Military Avenue Cul-de-sac. Construction sent the packet to Right of Way for review. There are a number of questions, including the descriptions used in deeds and petitions.

Construction is pressing for an answer as the City wants to proceed the end of February. While we search out other questions, will you please check the descriptions mentioned in Items 2 and 3 and verify the access control line.

Versteeg
Olson
Ch[illegible]n
Scott
Swenson
Savage
Trout

RECEIVED
FEB 25 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

AE:mp
Attach.

Approved desc.'s
sent to RW
2-24-77
R. Rounds

NOTED
ROBERT R. ROUNDS
FEB 22 1977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 18, 1977

1859

FILE:

FROM: for A. J. Viducich Albert L. Egan
Title Supervisor

SUBJECT: Military Avenue Cul-de-sac

TO: MEMO TO FILE

These are the matters to be reviewed before Commission approval is secured and any document signed for the Commission:

(1) Letter or something from the City agreeing to location of Cul-de-sac to be built under agreement with State.

(2) Copy of deed to City from Southwest Oregon Television Broadcasting on file. Has it been executed, negotiated, or what? Has description in proposed deed been checked?

(3) Has description in petition for vacation been checked? Map may be wrong since it appears to include part of new Cul-de-sac.

(4) Orange property on J. Moisan map was being purchased on contract by Carlson from Shory. Has Carlson a deed for the property?

(5) Is petition for vacation signed by other property owners?

(6) Has highway construction been completed? Do we need Federal approval if completed?

AJV:mp

1978 Oxbow Sec. of Mid Fork John Day River Rd. (Grade, aggregate bases & struc.) 8700

C&A 5459 9-[illegible]-75 6-23-78
C&A 9553 8-7-75

12-29-80
Warren Richards says
Contractor has until May 9, 1981
to make a claim against
this project
Returned #17,000$^{\underline{00}}$ to County
1-5-81

CC-2099

.5760 P

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 11-5-81 | CC 81-60 | | 212-1997-297<br>212-1059-297 |

**BILL TO:** Code:

Grant County Court
Courthouse
Canyon City, OR 97820
Attn: Mr. Thom Ledgerwood, Rd. Master

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing: Oxbow Section - Middle Fork John Day River Road. This is an Off System Project #OS-1200(1). | | | |

County Share of Costs are as follows:

| | |
|---|---|
| County Advance Deposit | $489,128.00 |
| Less Early Refund | -17,000.00 |
| Federal Funds Collected | 390,000.00 |
| PE Costs | 40,366.54 |
| Construction Costs | 815,040.26 |
| Refund Due County | $ 6,721.20 |

(Please send copy of itemized statement with billing.)

| | |
|---|---|
| Advance Deposit Amount | $ 489,128.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 403,328.00 |
| Balance (Less $17,000.00 Prev. Refund) | $ 68,800.00 |
| Transfer to Highway Fund | $ 62,078.80 |
| Refund Due | $ 6,721.20 |
| Partial or final request for billing | Final |
| Number of the previous request in connection with this service. | CC 2099, CC 1613 and CC 1847 |

Amount Due . . . . . $

Submitted by:
Harold Reynoldson
HAROLD REYNOLDSON

Approved: D E Swan
D.E. SWAN

SP*35736-734

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 11-4-81

**County** Grant **Contract No.** 8760 **Date Completed** Sept. 28, 1979

**FAS** OS-1200(1) **Section** Oxbow

**PAYMENTS TO CONTRACTOR**

| ITEM | TOTAL COST |
|---|---|
| P.E. | |
| Oregon East Engineering | $ 16,792.48 |
| State | 29,527.37 |
| Less Bridge Design | -6,799.79 |
| Archeological Salvage | 846.48 |
| TOTAL | $ 40,366.54 |
| Construction | |
| Payment to Contractor | $742,588.70 |
| Liquidated Damages | -6,450.00 |
| State Laboratory | 726.55 |
| Engineering | 78,175.01 |
| TOTAL | $815,040.26 |
| Federal Funds Collected ------ $390,000.00 | |
| County Share of Costs | |
| County Advance Deposit | $489,128.00 |
| Less Early Refund to County | -17,000.00 |
| Federal Funds Collected | 390,000.00 |
| PE Costs | -40,366.54 |
| Construction Costs | -815,040.26 |
| REFUND DUE COUNTY | $ 6,721.20 |

**Reference: Billing Form** CC 81-60

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

## FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. OS-1200(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-27-76 To: 7-31-80

FINANCIAL DATA

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $815,001.54 | $412,625.87 | 85.80% | $354,033.00 | $354,033.00 | $ 0.00 |
| 47,166.33 | 41,919.58 | 85.80% | 35,967.00 | 35,967.00 | 0.00 |
| $862,167.87 | $454,545.45 | 85.80% | $390,000.00 | $390,000.00 | $ 0.00 |

| | DATE | BY |
|---|---|---|
| RECEIVED IN FHWA DIVISION OFFICE | | |
| FHWA REVIEW PERFORMED | | Oregon |
| PASSED FOR PAYMENT | | 7/10/81 |
| FORWARDED BY FHWA DIVISION OFFICE | V.E. Skoog, Controller | |

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Oxbow Section<br>Grant County Road | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State | All | Required | | $ 25,127.10 | ✓ |
| | Oregon East Engineering | All | Required | | 15,946.00 | ✓ |
| | Total Participating Preliminary Engineering | | | | $ 41,073.10 | |
| | Type Code Y070 | | | | | |
| | Archeological Salvage | All | Required | | 846.48 | ✓ |
| | Construction<br>Type Code 2010<br>Roadway (Sta. 31+00 To Sta. 219+00) | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | 328,779.41 | ✓ |
| | Type Code X000<br>Middle Fork John Day River #16308 (Sta. 34+77 To 35+96) | | | | | |
| | Final Contract Payment Summary | Lump | Sum | | 83,846.46 | ✓ |
| | Total Participating Cost | | | | $454,545.46 | |
| | Nonparticipating Cost | | | | | ✓ |
| | Preliminary Engineering (State) | All | Required | | $ 5,246.75 | |
| | Final Contract Payment Summary | Lump | Sum | | 329,962.83 | |
| SFO | #1 State furnished field laboratory | All | Required | | 726.55 | |
| | Liquidated Damages | Lump | Sum | | (6,450.00) | |
| | Construction Engineering | All | Required | | 78,136.29 | |
| | Total Nonparticipating Cost | | | | $407,622.42 | |
| | Total Project Cost | | | | $862,167.87 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/23/81. | | | | | |
| | AMOUNT CARRIED FORWARD | | | | | |

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TOTAL TO DATE JOB COST SUMMARY                                                                       AUGUST 1981
                                                                                                          FISCAL
DESCRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION   GR  CURRENT MONTH          YEAR TO DA

  DESH RIVER (SHEEP) BRIDGE      CONT NO          % FA PROJ NOS SOS 902001 100
                                     209     1991      296        00 M 9
                                     209     1991      298        00 M 9
                                     209     1991      901        00 P 1
                                     209     1991      905        00 P 1
                                     209     1991      906        00 P 1
                                     209     1991      911        00 P 1
                                     209     1991      914        00 P 1
                                     209     1991      918        00 P 1
                                     209     1991      920        00 P 1
                                     209     1991      921        00 P 1
                                     209     1991      922        00 P 1
                                     209     1991      923        00 P 1
                                     209     1991      926        00 P 1
                                     209     1991      927        00 P 1
                                                       TOT        P1
                                                    ** JOB TOTALS **                 **

  OXBOW SECT MIDDLE FK JOHN DAY CONT NO           % FA PROJ NOS SOS 2[illegible]001 100
                                     212     1997      296        00 M 9
                                     212     1997      297        00 M 9
                                     212     1997      298        00 M 9
                                     212     1997      901        00 P 1
                                     212     1997      901        00 M 1
                                     212     1997      903        00 P 1
                                     212     1997      904        00 P 1
                                     212     1997      905        00 P 1                        1.693.
                                     212     1997      905        00 M 1                        1.693.
                                     212     1997      906        00 P 1
                                     212     1997      907        00 P 1
                                     212     1997      910        00 P 1                          63
                                     212     1997      910        00 M 1                          63
                                     212     1997      913        00 P 1
                                     212     1997      918        00 P 1                          62
                                     212     1997      918        00 M 1                          62
                                     212     1997      920        00 P 1                          96.
                                     212     1997      920        00 M 1                          96.
                                     212     1997      921        00 P 1                         718
                                     212     1997      921        00 M 1                         718
                                     212     1997      923        00 P 1                          36.
                                     212     1997      923        00 M 1                          36.
                                     212     1997      926        00 P 1
                                                       TOT        P1                          5.246.
                                                       TOT        M1                          5.246.
                                                    ** JOB TOTALS **                 **

  MALHEUR RIV BR, CLARK          CONT NO          % FA PROJ NOS SOS 300002 100
                                     213     1995      296        00 M 9          1.53
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RY

AUGUST 1981 PAGE 443

| MENT | PREFIX | FUNCTION | GR | CURRENT MONTH | FISCAL YEAR TO DATE | GRAND TOTAL TO DATE | |
|---|---|---|---|---|---|---|---|
| CONT NO | | * FA PROJ NOS SOS 902001 100 | | | | | STATE |
| 209 | 1991 | 296 | 00 N 9 | | | 7,356.00CR | |
| 209 | 1991 | 298 | 00 N 9 | | | 7,356.00 | |
| 209 | 1991 | 901 | 00 P 1 | | | 1,666.32 | |
| 209 | 1991 | 905 | 00 P 1 | | | 1,077.00 | |
| 209 | 1991 | 906 | 00 P 1 | | | 2,316.91 | |
| 209 | 1991 | 911 | 00 P 1 | | | 45.15CR | |
| 209 | 1991 | 914 | 00 P 1 | | | 11.80 | |
| 209 | 1991 | 918 | 00 P 1 | | | 734.19 | |
| 209 | 1991 | 920 | 00 P 1 | | | 110.29 | |
| 209 | 1991 | 921 | 00 P 1 | | | 1,377.92 | |
| 209 | 1991 | 922 | 00 P 1 | | | 1[illegible].99 | |
| 209 | 1991 | 923 | 00 P 1 | | | 153.07 | |
| 209 | 1991 | 926 | 00 P 1 | | | 1,270.31 | |
| 209 | 1991 | 927 | 00 P 1 | | | 149.46 | |
| | | TOT | P1 | | | 8,928.11 | |
| | | ** JOB TOTALS ** | | ** | ** | 8,928.11 | ** |
| M DAY CONT NO | | * FA PROJ NOS OS 2[illegible]001 100 | | | | | STATE |
| 212 | 1997 | 296 | 00 N 9 | | | 38,995.00CR | |
| 212 | 1997 | 297 | 00 N 9 | | | 3,0[illegible].00 | |
| 212 | 1997 | 298 | 00 N 9 | | | 35,9[illegible]7.00 | |
| 212 | 1997 | 901 | 00 P 1 | | 3.25CR | 1,0[illegible]8.21 | |
| 212 | 1997 | 901 | 00 N 1 | | 3.25 | 3.25 | |
| 212 | 1997 | 903 | 00 P 1 | | | 156.54 | |
| 212 | 1997 | 904 | 00 P 1 | | | 16,792.48 | |
| 212 | 1997 | 905 | 00 P 1 | | 3,693.57CR | 6,761.79 | |
| 212 | 1997 | 905 | 00 N 1 | | 3,693.57 | 3,693.57 | Bridge Dsgn |
| 212 | 1997 | 906 | 00 P 1 | | | [illegible] | |
| 212 | 1997 | 907 | 00 P 1 | | | 50.48 | |
| 212 | 1997 | 910 | 00 P 1 | | 636.65CR | 952.50 | |
| 212 | 1997 | 910 | 00 N 1 | | 636.65 | 636.65 | |
| 212 | 1997 | 913 | 00 P 1 | | | 115.78 | |
| 212 | 1997 | 918 | 00 P 1 | | 62.75CR | 4,765.23 | |
| 212 | 1997 | 918 | 00 N 1 | | 62.75 | 62.75 | |
| 212 | 1997 | 920 | 00 P 1 | | 96.00CR | | |
| 212 | 1997 | 920 | 00 N 1 | | 96.00 | 96.00 | |
| 212 | 1997 | 921 | 00 P 1 | | 718.63CR | 1,097.54 | |
| 212 | 1997 | 921 | 00 N 1 | | 718.53 | 718.53 | |
| 212 | 1997 | 923 | 00 P 1 | | 36.00CR | 425.10 | |
| 212 | 1997 | 923 | 00 N 1 | | 36.00 | 36.00 | |
| 212 | 1997 | 926 | 00 P 1 | | | 2,944.12 | |
| | | TOT | P1 | | 5,246.75CR | 41,919.58 | |
| | | TOT | N1 | | 5,246.75 | 5,246.75 | |
| | | ** JOB TOTALS ** | | ** | ** | 47,166.33 | ** |
| CONT NO | | * FA PROJ NOS SOS 300002 100 | | | | | STATE |
| 213 | 1995 | 296 | 00 N 9 | 1.53 | 1.53 | 9,010.70CR | |

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TOTAL TO DATE JOB COST SUMMARY                                                          AUGUST 1981
                                                                                           FISCAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE

   MONITOR CTY PVMT MK02          CONT NO         FA PROJ NOS PMS 00S099 100
                                       211     1085      296       00 N 9
                                       211     1085      298       00 N 9
                                       211     1085      920       00 P 1
                                       211     1085      948       00 P 1         7.42              7.42
                                                         TOT       P1             7.42              7.42
                                                     ** JOB TOTALS **             7.42  **          7.42  **

   GRANT CO PAVEMENT MARKING      CONT NO       * FA PROJ NOS PMS 00S029 100
                                       212     1045      270       [illegible] P 1
                                       212     1045      278       [illegible] P 1
                                       212     1045      278       [illegible] P 1
                                       212     1045      296       [illegible] N 9
                                       212     1045      298       [illegible] N 9
                                                         TOT
                                                     ** JOB TOTALS **                   **                **

   OXBOW SECTION                  CONT NO 8760 * FA PROJ NOS OS  200001 100
                                       212     1052      201       00 P 1                        329,962.83CR
                                       212     1052      201       00 N 1                        329,962.83
                                       212     1052      203       00 P 1                          6,450.00
                                       212     1052      203       00 N 1                          6,450.00CR
                                       212     1052      270       01 P 1                            681.21CR
                                       212     1052      270       01 N 1                            681.21
                                       212     1052      296       00 N 9
                                       212     1052      297       00 N 9
                                       212     1052      298       00 N 9
                                       212     1052      900       00 P 1                         77,769.27CR
                                       212     1052      900       00 N 1                         77,769.27
                                       212     1052      920       00 P 1                             25.49CR
                                       212     1052      920       00 N 1                             25.49
                                       212     1052      948       00 N 1         1.37                38.72
                                                         TOT       P1                            401,988.80CR
                                                         TOT       N1             1.37           402,027.52
                                                     ** JOB TOTALS **             1.37  **            38.72  **

   MALHEUR RVR CLARK LN BRDG      CONT NO 8841 * FA PROJ NOS SOS 300002 100
                                       213     1064      201       00 P 1
                                       213     1064      296       00 N 9         1.53CR              1.53CR
                                       213     1064      297       00 N 9
                                       213     1064      298       00 N 9         1.53                1.53
                                       213     1064      900       00 P 1
                                       213     1064      900       00 N 1
                                       213     1064      920       00 P 1
                                       213     1064      945       00 P 1
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                                                                  AUGUST 1981        PAGE  104

                                                                    FISCAL              GRAND TOTAL      ACTIVE YRS
NT        PREFIX          FUNCTION   GR  CURRENT MONTH            YEAR TO DATE           TO DATE         BEG    END

  CONT NO             FA PROJ NOS PMS 00S099 100                                                         STATE
         211    1085      296       00 M 9                                                 14.64CR        80     80
         211    1085      298       00 M 9                                                 14.64          80     80
         211    1085      920       00 P 1                                                 14.64          80     80
         211    1085      948       00 P 1              7.42                  7.42           7.42         81     81
                          TOT          P1               7.42                  7.42          22.06
                     ** JOB TOTALS **                   7.42  **              7.42  **      22.06  **

  CONT NO           * FA PROJ NOS PMS 00S020 100                                                         STATE
         212    1045      270   [illegible] P 1                                           192.50          77     77
         212    1045      278   [illegible] P 1                                         3,541.91          76     79
         212    1045      278   [illegible] P 1                                         1,458.68          76     78
         212    1045      296   [illegible] M 9                                         5,193.09CR        76     79
         212    1045      298   [illegible] M 9                                         5,193.09          76     79
                          TOT                                                           5,193.09
                     ** JOB [illegible] **                    **                  **    5,193.09  **

  CONT NO 8760 * FA PROJ NOS OS   200001 100                                                             STATE
         212    1052      201       00 P 1                            329,962.83CR     412,625.87         78     81
         212    1052      201       00 M 1                            329,962.83       329,962.83         81     81
         212    1052      203       00 P 1                              6,450.00                          79     81
         212    1052      203       00 M 1                              6,450.00CR       6,450.00CR       81     81
         212    1052      270       01 P 1                                681.21CR                        78     81
         212    1052      270       01 M 1                                681.21           726.55         78     81
         212    1052      296       00 M 9                                             754,333.00CR       78     80
         212    1052      297       00 M 9                                             400,300.00         78     78
         212    1052      298       00 M 9                                             354,033.00         78     80
         212    1052      900       00 P 1                             77,769.27CR                        78     81
         212    1052      900       00 M 1                             77,769.27        78,110.80         78     81
         212    1052      920       00 P 1                                 25.49CR                        78     81
         212    1052      920       00 M 1                                 25.49            25.49         81     81
         212    1052      948       00 M 1              1.37               38.72            38.72         81     81
                          TOT          P1                             401,988.80CR     412,626.87
                          TOT          M1               1.37          402,027.52       402,414.39
                     ** JOB TOTALS **                   1.37  **           38.72  **   315,040.26  **

  CONT NO 8841 * FA PROJ NOS SOS 300002 100                                                              STATE
         213    1064      201       00 P 1                                             116,464.04         73     73
         213    1064      296       00 M 9              1.53CR               1.53CR    [illegible]CR      73     [illegible]
         213    1064      297       00 M 9                                              15,3[illegible]0.00  73     79
         213    1064      298       00 M 9              1.53                 1.53      110,8[illegible]4.40  73     81
         213    1064      900       00 P 1                                              11,341.92         73     80
         213    1064      900       00 M 1                                                  18.26         73     79
         213    1064      920       00 P 1                                                  26.86         73     79
         213    1064      945       00 P 1                                                  11.70         81     81
```

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                                                TOT     N1
                                              ** JOB TOTALS **            **

 OXBOW SECT MIDDLE FK JOHN DAY CONT NO     * FA PROJ NOS OS  200001 100
                                 212   1997     296      00 N 9




TOTAL TO DATE JOB COST SUMMARY                                           FEBRUARY
                                                                              FISC
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR T
                                 212   1997     297      00 N 9
                                 212   1997     298      00 N 9
                                 212   1997     901      00 P 1
                                 212   1997     903      00 P 1
                                 212   1997     904      00 P 1
                                 212   1997     905      00 P 1
                                 212   1997     906      00 P 1
                                 212   1997     907      00 P 1
                                 212   1997     910      00 P 1
                                 212   1997     912      00 P 1
                                 212   1997     918      00 P 1
                                 212   1997     920      00 P 1
                                 212   1997     921      00 P 1
                                 212   1997     923      00 P 1
                                 212   1997     926      00 P 1
                                                TOT      P1
                                              ** JOB TOTALS **            **

 VENATOR RRXING COUNTY RD      CONT NO     * FA PROJ NOS SRS 00S067 100
                                 213   1987     296      00 N 9
                                 213   1987     297      00 N 9
                                 213   1987     298      00 N 9
                                 213   1987     901      00 P 1
                                 213   1987     901      00 N 1
                                 213   1987     905      00 P 1
                                 213   1987     906      00 P 1
                                 213   1987     914      00 P 1
                                 213   1987     915      00 P 1
                                 213   1987     917      00 P 1
                                 213   1987     918      00 P 1
                                                TOT      P1
                                                TOT      N1
                                              ** JOB TOTALS **            **

 CIRCLE BAR RRXING-CRANE-VENAT CONT NO     * FA PROJ NOS SRS 00S068 100
                                 213   1989     296      00 N 9
                                 213   1989     297      00 N 9
                                 213   1989     298      00 N 9
                                 213   1989     901      00 P 1
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8760

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                                                                                16.60
                  TOT       N1
                ** JOB TOTALS **                 **                **         4,687.85  **

                                                                                        STATE
DAY CONT NO       * FA PROJ NOS OS  200001 100                                38,995.00CR
        212    1997      296       00 N 9



                                                 FEBRUARY 1981            PAGE  642
RY
                                                      FISCAL              GRAND TOTAL
MENT          PREFIX          FUNCTION   GR  CURRENT MONTH   YEAR TO DATE   TO DATE
                                                                             3,028.00
        212    1997      297       00 N 9                                   35,967.00
        212    1997      298       00 N 9                                    1,061.46
        212    1997      901       00 P 1                                      156.54
        212    1997      903       00 P 1                                   16,792.48
        212    1997      904       00 P 1                                   10,455.36
        212    1997      905       00 P 1                                    6,799.79  - Bridge design
        212    1997      906       00 P 1                                       50.48
        212    1997      907       00 P 1                                    1,589.15
        212    1997      910       00 P 1                                      115.78
        212    1997      912       00 P 1                                    4,827.98
        212    1997      918       00 P 1                                       96.00
        212    1997      920       00 P 1                                    1,816.09
        212    1997      921       00 P 1                                      461.10
        212    1997      923       00 P 1                                    2,944.12
        212    1997      926       00 P 1                                   47,166.33
                         TOT       P1
                  ** JOB TOTALS **                 **                **     47,166.33  **

                                                                                        STATE
      CONT NO        * FA PROJ NOS SRS 00S067 100                             2,989.88CR
         213    1987      296       00 N 9                                      296.19
         213    1987      297       00 N 9                                    2,693.69
         213    1987      298       00 N 9                                    2,477.93
         213    1987      901       00 P 1                                        5.59
         213    1987      901       00 N 1                                       82.78
         213    1987      905       00 P 1                                        1.14
         213    1987      906       00 P 1                                        4.20
         213    1987      914       00 P 1                                      108.06
         213    1987      915       00 P 1                                       16.00
         213    1987      917       00 P 1                                      302.88
         213    1987      918       00 P 1                                    2,992.99
                          TOT       P1                                            5.59
                          TOT       N1
                   ** JOB TOTALS **                 **                **      2,998.58  **

                                                                                        STATE
-VENAT CONT NO        * FA PROJ NOS SRS 00S068 100                           18,100.52CR
          213    1989      296       00 N 9                                   1,813.79
          213    1989      297       00 N 9                                  16,286.73
          213    1989      298       00 N 9                                   5,810.78
          213    1989      901       00 P 1
```

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                                            ** JOB TOTALS **                   **

OXBOW SECTION                  CONT NO 8760 * FA PROJ NOS OS  200001 100
                                  212    1052      201        00 P 1
                                  212    1052      203        00 P 1
                                  212    1052      270        01 P 1
                                  212    1052      270        01 N 1
                                  212    1052      296        00 N 9
                                  212    1052      297        00 N 9
                                  212    1052      298        00 N 9
                                  212    1052      900        00 P 1                              40.68
                                  212    1052      900        00 N 1                               6.00
                                  212    1052      920        00 P 1
                                                   TOT        P1                                  40.68
                                                   TOT        N1                                   6.00
                                            ** JOB TOTALS **                   **                 46.68

CIRCLE BAR SECT CRANE-VENATOR CONT NO 8547 * FA PROJ NOS SRS 00S068 100
                                  213    1059      201        00 P 1
                                  213    1059      206        00 N 1
                                  213    1059      270        01 P 1
                                  213    1059      296        00
                                  213    1059      296        00 N 9
                                  213    1059      297        00
                                  213    1059      297        00 N 9
                                  213    1059      298        00 N 9
                                  213    1059      900        00 P 1
                                  213    1059      900        00 N 1
                                  213    1059      915        00 P 1
                                  213    1059      920        00 P 1
                                  213    1059      950        00 P 1
                                                   TOT        00
                                                   TOT        P1
                                                   TOT        N1
                                            ** JOB TOTALS **                   **


TOTAL TO DATE JOB COST SUMMARY                                                          FEBRUARY 1981
                                                                                            FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH        YEAR TO DATE

 SILVIES RIVER(STNDCLF)BRG     CONT NO 8783 * FA PROJ NOS OS  300001 100
                                  213    1063      201        00 P 1
                                  213    1063      296        00 N 9                             7,585.64
                                  213    1063      297        00 N [illegible]                   7,585.64
                                  213    1063      298        00 N 9
                                  213    1063      900        00 P 1
                                  213    1063      900        00 N 1                                17.22
                                  213    1063      985        00 P 1
                                                   TOT        P1
```

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            ** JOB TOTALS **                **            **       5,193.09  **

                                                                              STATE
NT NO 8760 * FA PROJ NOS OS  200001 100                            742,588.70   78     80
  212     1052      201      00 P 1                                  6,450.00CR  79     79
  212     1052      203      00 P 1                                    681.21    78     80
  212     1052      270      01 P 1                                     45.34    78     78
  212     1052      270      01 N 1                                754,333.00CR  78     80
  212     1052      296      00 N 9                                400,300.00 ✓  78     78
  212     1052      297      00 N 9                                354,033.00✓   78     80
  212     1052      298      00 N 9                    40.68        77,769.27    78     80
  212     1052      900      00 P 1                     6.00           341.53    78     80
  212     1052      900      00 N 1                                     25.49    78     78
  212     1052      920      00 P 1                    40.68       814,614.67
                    TOT      P1                         6.00           386.87
                    TOT      N1
            ** JOB TOTALS **                **         46.68  **   815,001.54  **

                                                                              STATE
ONT NO 8547 * FA PROJ NOS SRS 00S068 100                           141,431.70   77     80
  213     1059      201      00 P 1                                     27.75    78     78
  213     1059      206      00 N 1                                 12,433.07    78     79
  213     1059      270      01 P 1                                    582.10    80     80
  213     1059      296      00                                    175,687.65CR  77     80
  213     1059      296      00 N 9                                    582.10CR  80     80
  213     1059      297      00                                     18,186.21    78     80
  213     1059      297      00 N 9                                157,501.44    77     79
  213     1059      298      00 N 9                                 19,494.67    77     79
  213     1059      900      00 P 1                                     97.20    77     80
  213     1059      900      00 N 1                                    965.55    78     79
  213     1059      915      00 P 1                                     25.54    78     79
  213     1059      920      00 P 1                                    651.07    77     78
  213     1059      950      00 P 1
                    TOT      00                                    175,001.60
                    TOT      P1                                        124.95
                    TOT      N1                  **           **   175,126.55  **
            ** JOB TOTALS **



                                              FEBRUARY 1981        PAGE  136

                                                   FISCAL          GRAND TOTAL     ACTIVE YRS
       PREFIX        FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE        BEG     END

                                                                                 STATE
CONT NO 8783 * FA PROJ NOS OS   300001 100                         104,214.15     78     79
  213     1063      201      00 P 1                 7,585.64CR     118,316.31CR   78     81
  213     1063      296      00 N 9                 7,585.64        20,115.64     78     81
  213     1063      297      00 N 9                                 98,200.67     78     80
  213     1063      298      00 N 9                                 10,212.84     78     80
  213     1063      900      00 P 1                                     87.72     78     80
  213     1063      900      00 N 1                    17.22            26.00     79     79
  213     1063      985      00 P 1                                114,452.99
                    TOT      P1
```

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Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 1-5-81 | CC-~~2079~~ 2099 | | 212-1052 |

**BILL TO:** Code:

Grant County Court
Courthouse
Canyon City, Oregon 97820
Attn: Hon. John Moreau - County Judge

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Partial refund - from the construction advance deposit for the Oxbow Section - on the Middle Fork John Day River Road. Project # OS-1200(1) | | | |

Advance Deposit Amount $

Advance Deposit Previously Transferred to Highway Fund $

Balance $

Transfer to Highway Fund $

Refund Due $ 17,000.00

Amount Due . . . . . $

Submitted by: Harold Reynoldson
HAL REYNOLDSON

Partial or final request for billing: Early Partial Refund

Approved: D E Swan
D.E. SWAN

Number of the previous request in connection with this service. CC 1613, CC 1847

SP*35736-734

8760

P

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 29, 1980

The Hon. John Moreau
Grant County Court
Courthouse
Canyon City, Oregon 97820

Dear Judge Moreau:

Re: Contract 8760, Oxbow Section, County Road No. 20

I have investigated the status of the Oxbow Section concerning "final accounting" and find we are in a waiting period because of the possibility of a claim by the contractor.

On May 9, 1980 D Mc D Corporation indicated their intent to pursue the recovery of penalty assessed (liquidated damages) at the time of completion. Under the provisions of Standard Specifications for Highway Construction, Article 109.15, the Contractor has one year to initiate action from the date the final estimate and voucher is mailed. Therefore, D Mc D has until May 9, 1981 to initiate action and final accounting must be delayed.

It is apparent the amount in question is $6,450 but the amount of over deposit is about $28,000±. By copy of this letter I am asking the Local Program Unit to investigate the possibility of returning any surplus funds to the County at the earliest possible date.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: Hal Reynoldson

Form 734-3123

8760

L

## STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

*(PPM 20-5)* 7-31-80

**INSTRUCTIONS:** *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

| | | |
|---|---|---|
| 1. PROJECT NO.<br>OS-1200(1) | 2. COUNTY<br>Grant | 3. STATE<br>Oregon 8760 |

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

The work done on this project involved (1) construction of highway subgrade and aggregate base, (2) construction of a 119 foot long bridge No. 16308, (3) construction of a 37 foot long bridge, No. 16309, and (4) additional and incidental work as called for in the specifications and plans. Both bridges were 27.4 feet wide and constructed over the Middle Fork of the John Day River. All work was completed September 28, 1979 on the Oxbow Section of Middle Fork John Day River County Road located approximately 25 miles northerly of Prairie City.

| | |
|---|---|
| 5. CONTRACTOR'S NAME<br>D Mc D Corporation | 6. CONTRACT AMOUNT<br>$ 739,610.20 |

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) G Reasey

TITLE Assistant State Highway Engineer

8. REMARKS

*The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.*

RECEIVED
STATE HWY ENGR
AUG 5 '80
REFER TO Reasey
FOR
File
Act
Sign
D/R
R/D
Invest
Info

8-5 cy

9. IMPROVEMENT AS CONSTRUCTED

| ROADBED (Width 34 feet) | | | STRUCTURES OVER 20-FOOT SPAN | |
|---|---|---|---|---|
| TYPE CODE NUMBER | NET LENGTH (Miles) | BASE SURFACING WIDTH (Feet) | TYPE CODE NUMBER | NET LENGTH (Miles) |
| 2010 | 3.534 | 28 | X080 | 0.030 |

| | |
|---|---|
| 10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY<br>David B. Carter, Area Engineer | 11. DATE OF INSPECTION<br>September 25, 1979 |

12. IN COMPANY WITH
B. Ferguson, Resident Engineer, OSHD

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| 13. SIGNATURE<br>David B Carter David B. Carter | | 16. SIGNATURE<br>G K Hossner G. K. Hossner | |
| 14. TITLE<br>Area Engineer | 15. DATE<br>7/31/80 | 17. TITLE<br>Field Operations Engineer | 18. DATE<br>7/31/80 |

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8760

GRANT COUNTY
OREGON

# County Court of Grant County

Courthouse — P.O. Box 234
Phone (503) 575-0059
Canyon City, Oregon 97820

John R. Moreau, Judge

George S. Hansen, Commissioner
Harry G. "Swede" Pearson, Commissioner

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA ☐
June 30, 1980
RECEIVED
REGION 5 OFFICE

June 27, 1980

OS- 1200(1)
212- 1997
212- 1052

Mr. Roger Lang, Federal Aid Engineer
Region 5 Office
Oregon State Highway Division
La Grande, OR 97850

Re: Oxbow Section, County Road No. 20

Dear Roger:

This is to inform you that, upon the recommendation of Roadmaster Thom Ledgerwood, we do hereby accept the above-captioned project upon the completion of the correction items indicated last fall.

We wish at this time to request an expedited audit of the project.

If we haven't said this earlier, we are extremely grateful for your efforts, those of Bill Ferguson and all others in your agency who worked to insure a successful project for us.

Sincerely,

JMoreau
JOHN R. MOREAU
Grant County Judge

JRM:mln

cc: Grant County Road Department
W. C. Ferguson, Project Engineer, Pendleton

cy Const. Engr.
D.E. Swan ✓
Jan Peterson

8760

**STATE OF OREG** **INTERO CE MEMO**

**TO:** D. E. Swan
Operations Programming Engineer

**DATE:** May 15, 1980

**FROM:** Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

**SUBJECT:** Project Costs
Oxbow Section
SOS Project
Grant County

In reviewing the Job Cost Summary dated March, 1980 it is noted that the engineering charges appear to be in error.

Listed below are the items of concern:

Preliminary Engineering, Prefix 212-1997
906 - Bridge Design, $6,799.79 shown as participating cost. This should have been performed under ORS-369.210 at no cost to the County.

June 23, 1978

| | |
|---|---|
| Total P.E. March, 1980 | $47,166.33 |
| Less Bridge Design | - 6,799.79 |
| | $40,366.54 |

Construction Engineering, Prefix 212-1052-901

| | | |
|---|---|---|
| Listed Charges | 901 P | $76,852.41 |
| | 901 N | 300.45 |
| | TOTAL | $77,152.86 |

Bill Ferguson, Resident Engineer, advises me that his books show total costs of $67,032 which leaves $10,120 unaccounted for.

It is noted the Semi-Final Estimate, 11/29/79 shows $66,900, the Post Semi-Final Estimate 3/27/80 shows $76,000 and the Final Estimate, 4/22/80 shows $76,500.

Someone made some rather heavy charges in the late stages of this project.

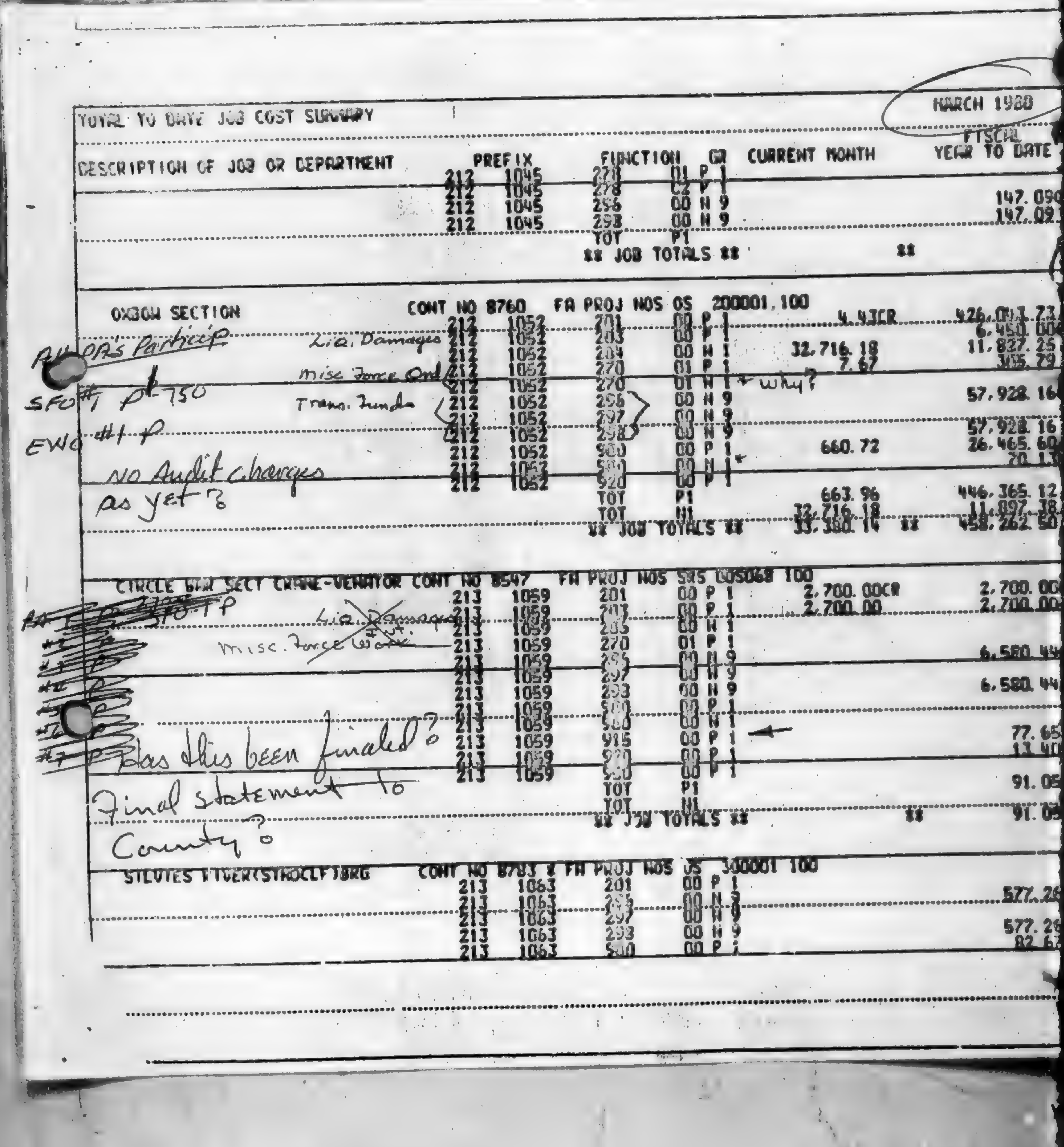
As you know, we are on very sensitive ground with the Off-System projects because we have no State funds involved. This is particularly sensitive because the County Judge is aware of Bill's costs and the underrun of the project cost we identified on June 23, 1978. It is apparent the County should have a sizeable refund coming to them.

Please review these charges with the Accounting Section. If the charges are justifiable, Bill Ferguson should be informed so he can update his books. If they are not justifiable, please correct the Job Summary.

RCL/vt
cc: W. C. Ferguson

c.c. - Bob Church }
Jan Peterson }

81-133-1387



```
TOTAL TO DATE JOB COST SUMMARY                                              MARCH 1980
                                                                                FISCAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE
                                    212   1045      278     01 P 1
                                    212   1045      278     02 P 1
                                    212   1045      296     00 N 9                  147.090
                                    212   1045      298     00 N 9                  147.09
                                                    TOT        P1
                                                 ** JOB TOTALS **             **

  OXBOW SECTION                 CONT NO 8760   FA PROJ NOS OS  200001.100
                                    212   1052      201     00 P 1       4.43CR    426,013.73
                                    212   1052      203     00 P 1                   6,450.00
                                    212   1052      204     00 N 1   32,716.18      11,827.25
                                    212   1052      270     01 P 1        7.67         305.79
                                    212   1052      270     01 N 1
                                    212   1052      296     00 N 9                  57,928.16
                                    212   1052      297     00 N 9
                                    212   1052      298     00 N 9                  57,928.16
                                    212   1052      900     00 P 1      660.72      26,465.60
                                    212   1052      900     00 N 1                      70.13
                                    212   1052      920     00 P 1
                                                    TOT        P1       663.96     446,365.12
                                                    TOT        N1    32,716.18      11,897.38
                                                 ** JOB TOTALS **    33,380.14  ** 458,262.50

  CIRCLE BAR SECT CRANE-VENATOR CONT NO 8547   FA PROJ NOS SRS 005068 100
                                    213   1059      201     00 P 1    2,700.00CR     2,700.00
                                    213   1059      203     00 P 1    2,700.00       2,700.00
                                    213   1059      205     00 N 1
                                    213   1059      270     01 P 1
                                    213   1059      296     00 N 9                   6,580.44
                                    213   1059      297     00 N 9
                                    213   1059      298     00 N 9                   6,580.44
                                    213   1059      900     00 P 1
                                    213   1059      900     00 N 1
                                    213   1059      915     00 P 1                      77.65
                                    213   1059      920     00 P 1                      13.40
                                    213   1059      930     00 P 1
                                                    TOT        P1                       91.05
                                                    TOT        N1
                                                 ** JOB TOTALS **             **        91.05

  SILVIES RIVER(STROCLF)BRG     CONT NO 8783 & FA PROJ NOS US  300001 100
                                    213   1063      201     00 P 1
                                    213   1063      296     00 N 9                     577.28
                                    213   1063      297     00 N 9
                                    213   1063      298     00 N 9                     577.28
                                    213   1063      900     00 P 1                      82.6
```

All PA's Particip.

Liq. Damages

Misc Force Ord

SFO #1 P - 750

EWO #1 P

Trans. Funds

why?

No Audit charges as yet?

~~All SFO 1 P~~

~~#2 P~~
~~#3 P~~
~~#4 P~~
~~#5 P~~
~~#6 P~~
~~#7 P~~

~~Liq. Damages~~ Int.

~~misc. Force Work~~

Has this been finaled?

Final statement to County?

```
                                                               MARCH 1980          PAGE  104
                                                                 FISCAL              GRAND TOTAL       ACTIVE YRS
      PREFIX             FUNCTION   GR   CURRENT MONTH        YEAR TO DATE            TO DATE          BEG    END
   212     1045            278      01 P 1                                            1,691.91         76     79
   212     1045            278      C2 P 1                                            1,458.68         76     78
   212     1045            296      00 N 9                        147.09CR            5,193.09CR       76     79
   212     1045            298      00 N 9                        147.09              5,193.09         76     79
                           TOT      P1                                                5,193.09
                     ** JOB TOTALS **                **                     **        5,193.09  **

                                                                                                      STATE
 CONT NO 8760   FA PROJ NOS OS  200001,100
   212     1052            201      00 P 1              4.43CR    426,013.73            792,568.70      78     80
   212     1052            203      00 P 1                          6,450.00CR            6,450.00CR    79     79
   212     1052            204      00 N 1         32,716.18       11,827.25             4,000.00CR    78     80
   212     1052            270      01 P 1              7.67          305.29               673.88      78     80
   212     1052            270      01 N 1  + why?                               729.22 <  45.34 *     78     78
   212     1052            296      00 N 9                         57,928.16CR          754,333.00CR    78     79
   212     1052            297      00 N 9                                              400,300.00      78     78
   212     1052            298      00 N 9                         57,928.16            354,033.00      78     79
   212     1052            900      00 P 1            660.72       26,465.60             76,852.41      78     80
   212     1052            900      00 N 1 *                           70.13          ->   300.45 *     78     80
   212     1052            920      00 P 1                                                  25.49      78     78
                           TOT      P1                663.96      446,365.12            813,695.46
                           TOT      N1             32,716.18       11,097.38              3,654.21CR
                     ** JOB TOTALS **              33,380.14  **  458,262.50  **        810,041.27  **

                                                                                                      STATE
 CONT NO 8547   FA PROJ NOS SRS 005068 100
   213     1059            201      00 P 1          2,700.00CR       2,700.00CR          141,431.70      77     80
   213     1059            203      00 P 1          2,700.00         2,700.00                          78     80
   213     1059            205      00 N 1                                                  27.75      78     78
   213     1059            270      01 P 1                                              12,433.07      78     79
   213     1059            296      00 N 9                          6,580.44CR          176,501.44CR    77     79
   213     1059            297      00 N 9                                              19,000.00      78     78
   213     1059            298      00 N 9                          6,580.44            157,501.44      77     79
   213     1059            900      00 P 1                                              19,494.67      77     79
   213     1059            900      00 N 1                                                  76.20      77     78
   213     1059            915      00 P 1   <-                        77.65                965.55      78     79
   213     1059            920      00 P 1                             13.40                 25.54      78     79
   213     1059            930      00 P 1                                                 651.07      77     78
                           TOT      P1                                  91.05            175,001.60
                           TOT      N1                                                     103.95
                     ** JOB TOTALS **                **                91.05  **        175,105.55  **

                                                                                                      STATE
 CONT NO 8783 & FA PROJ NOS US  300001 100
   213     1063            201      00 P 1                                             104,214.15      78     79
   213     1063            296      00 N 9                            577.26CR          110,712.27CR    78     79
   213     1063            297      00 N 9                                              12,530.00      78     78
   213     1063            298      00 N 9                            577.26             98,182.27      78     79
   213     1063            900      00 P 1                             82.67             10,191.40      78     79
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Swan

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                                          212   1915   [illegible]   [illegible] P 1
                                          212   1915   [illegible]   [illegible] P 1
                                          212   1915   923           00 H 1
                                          212   1915   925           00 P 1
                                                       TOT           P1
                                                       TOT           H1
                                                 ** JOB TOTALS **                 **

OXBOW SECT MIDDLE FK JOHN DAY CONT NO       8 FA PROJ NOS OS  290001 100
                                          212   1997   295           00 H 9
                                          212   1997   297           00 H 9
                                          212   1997   298           00 H 9
                             Monitor      212   1997   901           00 P 1
                             County       212   1997   903           00 P 1
                             Consult.     212   1997   904           00 P 1
                             Rd. Design   212   1997   905           00 P 1
                             Bridge     * 212   1997   906           00 P 1
```

* SEE Memo dated 7-19-76

Br. Design under 369.210 — cy to Proj. management,

W. Hart

```
TOTAL TO DATE JOB COST SUMMARY                                               MARCH 19
                                                                                 FISCAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX         FUNCTION    GR  CURRENT MONTH    YEAR TO
                      Prelim. Des. 212   1997   907          00 P 1
                      Soils        212   1997   910          00 P 1  — WHY — ?
                      Landscape    212   1997   912          00 P 1
        NO Audit      Hydr.        212   1997   918          00 P 1
                      Proj. mgt.   212   1997   920          00 P 1
        Charges       Specs.       212   1997   921          00 P 1
                      Environ.     212   1997   923          00 P 1
                      Fndation     212   1997   926          00 P 1
                                                TOT          P1
                                          ** JOB TOTALS **                          **
```

33

$47,166

- 6,799.7

$40,366

```
[illegible] COUNTY RD      CONT NO        8 FA PROJ NOS S?S 0?9?67 100
                                          213   1987   295           00 H 9
                                          213   1987   297           00 H 9
                                          213   1987   298           00 H 9
                                          213   1987   901           00 P 1
                                          213   1987   901           00 H 1
                                          213   1987   905           00 P 1
                                          213   1987   906           00 P 1
                                          213   1987   914           00 P 1
                                          213   1987   915           00 P 1
                                          213   1987   917           00 P 1
                                          213   1987   918           00 P 1
                                                       TOT           P1
                                                       TOT           H1
                                                 ** JOB TOTALS **                 **
```

```
     212   [illegible]  [illegible]  [illegible] P 1                                13.00
     212   [illegible]  [illegible]  [illegible] P 1        16.77CR                 16.77CR
     212   1915         [illegible]  00 W 1                 16.60                   16.60
     212   1915         923          00 W 1                                      3,733.20
     212   1915         926          00 P 1                                      4,671.25
                        TOT             P1                  16.77CR                 16.60
                        TOT             W1                  16.60                   16.60
                 ** JOB TOTALS **                 **          .17CR**            4,687.55  **

                                                                                         STATE
  CONT NO        # FA PROJ NOS 03  200001 100
                                                                                13,985.00CR
     212   1997         295          00 W 9                                      3,023.00
     212   1997         297          00 W 9                                     36,967.00
     212   1997         298          00 W 9                                      1,061.46
     212   1997         901          00 P 1                                        155.54
     212   1997         903          00 W 1                                     16,792.48
     212   1997         904          00 P 1                  533.48             10,[illegible]
     212   1997         905          00 P 1                                      6,799.79
   * 212   1997         906          00 P 1
```

7-19-76

369.210 — Cy to Proj. management, W. Hart

```
                                                  MARCH 1980            PAGE  490
                                                     FISCAL             GRAND TOTAL
  NT        PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE       TO DATE
                                                                           [illegible].98
  Des. 212  1997        907       00 P 1                                 1,[illegible]99.15
  les  212  1997        910       00 P 1                                   115.78
  dscape 212 1997       912       00 P 1                                 4,5[illegible]7.98
  rs.  212  1997        918       00 P 1                                    96.00
  mgt. 212  1997        920       00 W 1                                 1,016.09
  ecs. 212  1997        921       00 P 1                                   [illegible]51.10
  iron. 212 1997        923       00 P 1                                 2,944.12
  tation 212 1997       926       00 P 1              533.48            47,166.33
                        TOT          P1               533.48            47,166.33
                 ** JOB TOTALS **             **      533.48  **        47,166.33  **

                                                                                   STATE
  CONT NO        # FA PROJ NOS 5[illegible]5 0[illegible]9067 100
                                                                         2,989.88CR
       213  1987        295       00 W 9                                   256.19
       213  1987        297       00 W 9                                 2,693.69
       213  1987        298       00 W 9                                 2,477.93
       213  1987        501       00 P 1                                     5.59
       213  1987        901       00 W 1                                    87.28
       213  1987        9[illegible]5  00 P 1                                  1.14
       213  1987        906       00 P 1                                     4.20
       213  1987        914       00 P 1                                   103.06
       213  1987        915       00 P 1                                    16.00
       213  1987        917       00 P 1                                   302.08
       213  1987        918       00 P 1                                 2,942.99
                        TOT          P1                                      5.59
                        TOT          W1
                 ** JOB TOTALS **             **              **         2,958.58  **
```

— WHY — ?

$47,166.33
− 6,799.79 Br. Des.
$40,366.54

All charges participating 50 fed.

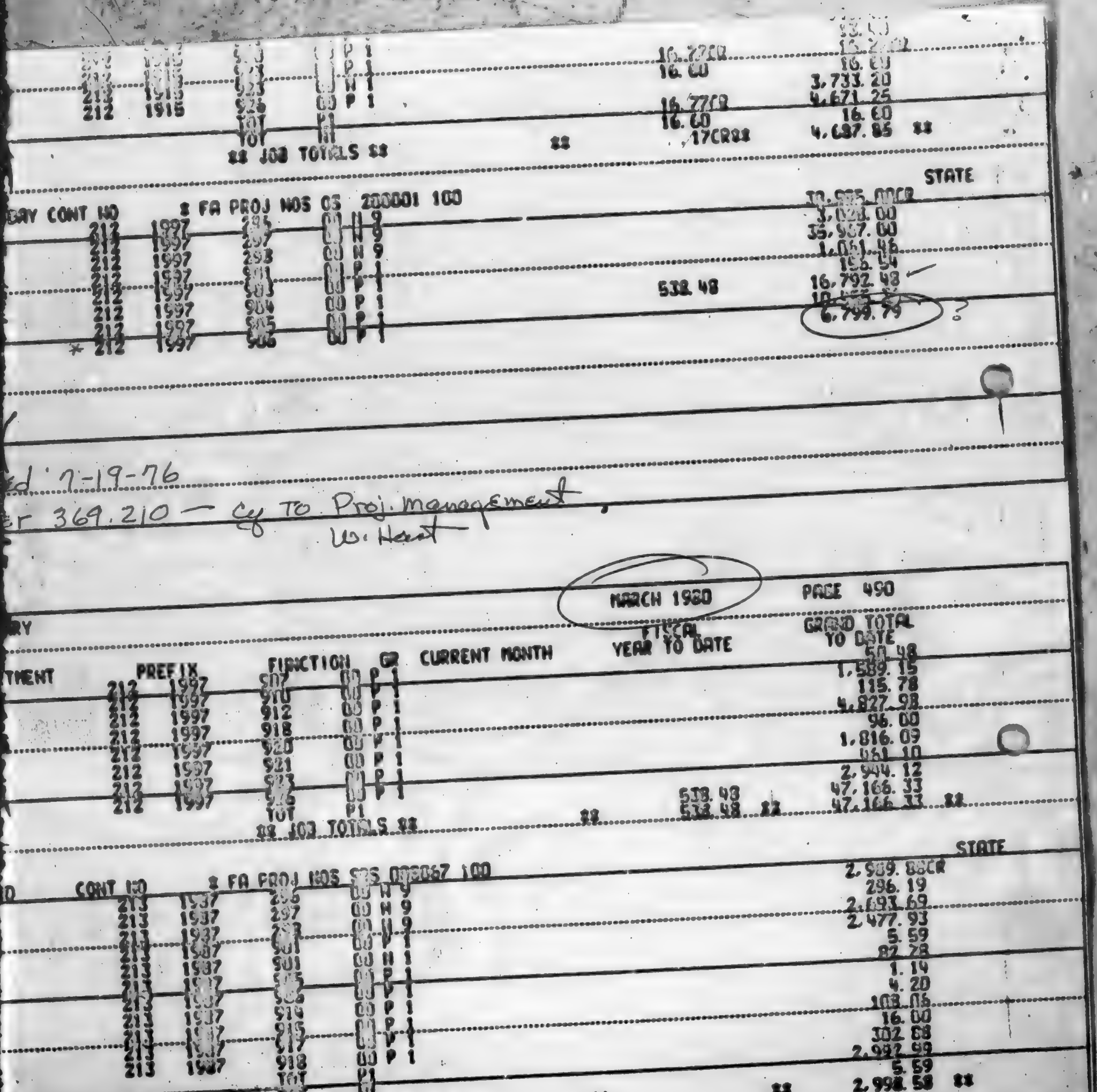
```
                                   [illegible] [illegible]  [illegible]  [illegible] P 1
                                   212  1916     921      00 P 1                        16.
                                   212  1916     923      00 N 1                        16.
                                   212  1916     926      00 P 1
                                                 TOT         P1                         16.
                                                 TOT         N1                         16.
                                              ** JOB TOTALS **              **

 OXBOW SECT MIDDLE FK JOHN DAY CONT NO       * FA PROJ NOS OS  200001 100
                                   212  1997     296      00 N 9
                                   212  1997     297      00 N 9
                                   212  1997     298      00 N 9
                                   212  1997     501      00 P 1
                                   212  1997     503      00 P 1
                                   212  1997     904      00 P 1                        538
                                   212  1997     905      00 P 1
                                 * 212  1997     906      00 P 1
```

* SEE Memo dated 7-19-76
Br. Design under 369.210 — cy to Proj. management,
W. Hart

```
TOTAL TO DATE JOB COST SUMMARY                                              MARCH 1980
                                                                                FISCAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DA
                                   212  1997     907      00 P 1
                                   212  1997     910      00 P 1
                                   212  1997     912      00 P 1
                                   212  1997     918      00 P 1
                                   212  1997     920      00 P 1
                                   212  1997     921      00 P 1
                                   212  1997     923      00 P 1
                                   212  1997     926      00 P 1
                                                 TOT         P1                         538.
                                              ** JOB TOTALS **              **          538.

  VENATOR CROSSING COUNTY RD     CONT NO     * FA PROJ NOS SOS 000067 100
                                   213  1987     296      00 N 9
                                   213  1987     297      00 N 9
                                   213  1987     298      00 N 9
                                   213  1987     501      00 P 1
                                   213  1987     501      00 N 1
                                   213  1987     505      00 P 1
                                   213  1987     506      00 P 1
                                   213  1987     914      00 P 1
                                   213  1987     915      00 P 1
                                   213  1987     917      00 P 1
                                   213  1987     918      00 P 1
                                                 TOT         P1
                                                 TOT         N1
                                              ** JOB TOTALS **              **
```



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                                                                                         93.[illegible]
    [illegible]  [illegible]  [illegible]  [illegible] P 1                16.77CR        16.2[illegible]
    [illegible]  [illegible]  [illegible]  [illegible] P 1                16.60          16.60
    213          1915         923          00 N 1                                       3,733.20
    212          1915         926          00 P 1                                       4,671.25
                              TOT             P1                          16.77CR          16.60
                              TOT             N1                          16.60         4,687.85  **
                         ** JOB TOTALS **                     **            .17CR**

                                                                                             STATE
                    * FA PROJ NOS 05  200001 100                                   10,995.00CR
AY CONT NO
    212          1997         296          00 N 9                                       3,028.00
    212          1997         297          00 N 9                                      35,967.00
    212          1997         298          00 N 9                                       1,061.46
    212          1997         901          00 P 1                                         156.54
    212          1997         903          00 P 1                        538.48        16,792.48
    212          1997         904          00 P 1                                      10,[illegible]
    212          1997         905          00 P 1                                       6,799.79  ?
  * 212          1997         906          00 P 1
```

ed 7-19-76
er 369.210 — cy to Proj. management,
W. Hart

```
                                                               MARCH 1980       PAGE  490
RY                                                                              GRAND TOTAL
                                                                  FISCAL          TO DATE
                                           GR  CURRENT MONTH   YEAR TO DATE
TMENT          PREFIX        FUNCTION                                                50.48
    212          1997         907          00 P 1                                   1,589.15
    212          1997         910          00 P 1                                     115.78
    212          1997         912          00 P 1                                   4,827.98
    212          1997         918          00 P 1                                      96.00
    212          1997         920          00 P 1                                   1,816.09
    212          1997         921          00 P 1                                     061.10
    212          1997         923          00 P 1                                   2,944.12
    212          1997         926          00 P 1                    538.48        47,166.33
                              TOT             P1                     538.48  **    47,166.33  **
                         ** JOB TOTALS **                **

                                                                                        STATE
                  * FA PROJ NOS SOS 000067 100                                   2,989.88CR
D          CONT NO
    213          1937         296          00 N 9                                     296.19
    213          1937         297          00 N 9                                   2,693.69
    213          1937         298          00 N 9                                   2,477.93
    213          1937         901          00 P 1                                       5.59
    213          1937         901          00 N 1                                      82.78
    213          1937         905          00 P 1                                       1.14
    213          1937         906          00 P 1                                       4.20
    213          1937         914          00 P 1                                     103.06
    213          1937         915          00 P 1                                      16.00
    213          1937         917          00 P 1                                     302.68
    213          1937         918          00 P 1                                   2,992.99
                              TOT             P1                                        5.59
                              TOT             N1                    **             2,998.58  **
                         ** JOB TOTALS **                **
```

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 19, 1976

☒ RE ☒ RBE ☐ RBE ☒ RME
☒ RDE FILE:
JUL 19 1976
☐ RDE RECEIVED ☐
REGIONAL OFFICE

RCL

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Oxbow Section
Middle Fork John Day River Road
Project No. 1200(1)
Grant County

Mr. Doug Ferguson, Oregon East Engineering, Consultant Engineer for the above project, indicated he does not have equipment to fully explore the foundations of the proposed structures, nor is he able to obtain the services of anyone to obtain the data; therefore, Mr. Ferguson is requesting that the Highway Division obtain the bridge foundation data.

It is recommended the Highway Division obtain the foundation data for the consultant engineer in order to expedite structure design, which is to be performed at no cost to the county under ORS 369.210. The work may be performed under existing Authority for Survey, Prefix 212-1997-903.

RCL:ja

cc: Project Management
W. Hart
Vern Moore
Thom Ledgerwood
Doug Ferguson

June 23, 1978

Grant County Court
Courthouse
Canyon City, OR 97820

ATTN: Honorable Francis Cole
County Judge

Gentlemen:

On June 22, 1978, a satisfactory bid was received from D Mc D Corporation, P.O. Box 1012, LaGrande, Oregon 97850, for the Oxbow Section of Middle Fork-John Day River Road. This is an Off-System Project.

The County's advance deposit based upon the contractor's bid is as follows:

| | | | | |
|---|---|---|---|---|
| Apparent costs 5-15-80 | | | | |
| | | Bid Items | $739,610.20 | |
| | | Erosion Control | 1,000.00 | |
| | | Irrigation division box | 1,500.00 | |
| | | Plant willow stakes | 2,000.00 | |
| | | 4½% Contingencies | 33,484.96 | |
| | | 9% Engineering | 66,969.92 | |
| $ *810,041.27 | | ESTIMATED TOTAL COST OF CONST. | $844,565.08 | |
| 40,366.54 | | P.E. Costs | 41,351.63 | |
| 850,407.81 | | TOTAL PROJECT COST | $885,916.71 | |
| 390,000.00 | Fed. Funds | Less | 500,000.00 | 78% - 22% |
| | | | $385,916.71 | |
| $ 460,407.81 | Bal. | County's 22% share of $500,000.00 | 110,000.00 | |
| | | | $495,916.71 | |
| $ 489,116.92 | Deposit By County | Less Free State Bridge Design | 6,799.79 | Note |
| | | | $489,116.92 | |
| | | Less County PE advance deposit | 3,828.00 | |
| $ 28,709.11 | Apparent over Deposit | | $485,288.92 | |

This may increase depending on justification of Engr. charges

By rounding, County's advance deposit will be $485,300.00.

This project will be awarded upon receipt of your advance deposit which should be in this office no later than July 14, 1978.

*includes $10,120 of unidentified Engr. costs

June 23, 1978

Grant County Court
Courthouse
Canyon City, OR 97820

ATTN: Honorable Francis Cole
County Judge

Gentlemen:

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| 9% Engineering | 66,969.92 | |
| ESTIMATED TOTAL COST OF CONST. | $844,565.08 | |
| P.E. Costs | 41,351.63 | |
| TOTAL PROJECT COST | $885,916.71 | |
| Less | 500,000.00 | 78% - 22% |
| | $385,916.71 | |
| County's 22% share of $500,000.00 | 110,000.00 | |
| | $495,916.71 | |
| Less Free State Bridge Design | 6,799.79 | Note |
| | $489,116.92 | |
| Less County PE advance deposit | 3,828.00 | |
| | $485,288.92 | |

By rounding, County's advance deposit will be $485,300.00.

This project will be awarded upon receipt of your advance deposit which should be in this office no later than July 14, 1978.

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 19, 1976

☐ RE ☐ RE ☐ RBE ☐ RME
FILE:
☐ RCE
JUL 19 1976
☐ RDE ☐
RECEIVED
REGIONAL OFFICE

RCL

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Oxbow Section
Middle Fork John Day River Road
Project No. 1200(1)
Grant County

Mr. Doug Ferguson, Oregon East Engineering, Consultant Engineer for the above project, indicated he does not have equipment to fully explore the foundations of the proposed structures, nor is he able to obtain the services of anyone to obtain the data; therefore, Mr. Ferguson is requesting that the Highway Division obtain the bridge foundation data.

It is recommended the Highway Division obtain the foundation data for the consultant engineer in order to expedite structure design, which is to be performed at no cost to the county under ORS 369.210. The work may be performed under existing Authority for Survey, Prefix 212-1997-903.

RCL:je

cc: Project Management
W. Hart
Vern Moore
Thom Ledgerwood
Doug Ferguson

Oxbow Section - GRANT Co. 5-9-80
05-1200(1)

| | |
|---|---|
| Project Cost | $857,207.60 |
| Less Free Br. design | 6,799.79 |
| Balance | 850,407.81 |

Project Funds

| | |
|---|---|
| Federal Funds | $390,000. |
| County Ad. Deposit | 489,128 |
| | $879 128 ✓ ok |
| Less Cost of Project | 850.407.81 ? |
| Remainder | $28,720 ± |

Return $25,000

(No)

Took $6000± Bridge Design off Twice instead of just once

8760

April 23, 1980

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

COM 5
#8760

Gentlemen:

Contract No. 8760 awarded to D Mc D Corporation for work on the Oxbow Section of the Middle Fork John Day River County Road in Grant County was completed on September 28, 1979, and accepted by the State Highway Division on April 22, 1980.

Final payment in the amount of $4,000 will be released to the contractor after April 28, 1980. The total contract amount is $736,138.70 including $1,819.46 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

8760

**STATE OF OREGON** **INTEROFFICE MEMO**

Contract Payments (DEPT.) 378-6594 (TELEPHONE) FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: April 21, 1980

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of April 22, 1980.

| | |
|---|---|
| Contract | 8760, Work Completed September 28, 1979 |
| Project | Oxbow Section |
| Highway | County Road |
| County | Grant |
| Type of Work | Grading, Aggregate Base & Structures |
| Contractor | D Mc D Corporation |

RDC:mk

cc: H. S. Coulter
Walter Hart
R. D. Church

Letter sent to Surety 4-22-80
kr

8760

Grant Co.

**ROAD DESIGN SECTION** 378-6558

W. C. Ferguson
Resident Engineer

January 25, 1980

Lyle K. Watson
Lyle K. Watson
Final Design Supervisor

Oxbow Section
Middle Fk. John Day R. Rd.
Grant County
Contract #8760

Price Agreement Nos. 6 and 7 (in place measurement of Rock) is not our normal procedure for measuring sub-base and level courses.

Price Agreement No. 2 deletes the serrated cut slopes (See plan sheet 2). The serrated cut slope was proposed, as I understand it, to make it easier to establish vegetation; not necessarily for keeping silts from the waterways.

Bridge No. 16308. If I understand this, the problem was a combination of a sharp sag vertical and the precast slabs created a rough ride condition. This will be checked on future projects.

The project was constructed within the contract money (bid items) and no contingencies money was used. No extra engineering money was used. I believe that under this kind of project (Location work by consultant; nothing to tie into, etc.) the Resident Engineer did a fine job of control.

LKW:mw
cc: C. T. Keasey
W. E. Schwartz
Jerry Miller

8760

1-P 8

Form A-169—5M

## OREGON STATE HIGHWAY DIVISION

# Price Agreement

## APPLYING TO EXTRA WORK AND EXTRA MATERIAL

| | | | |
|---|---|---|---|
| Project Name | Oxbow Section | Date | June 14, 1979 |
| Highway | County Road | Contract No. | 8760 |
| County | Grant | Prefix | 212-1052 |
| Contractor | D Mc D Corporation | F. A. Project No. | OS-1200(1) |
| Address | P. O. Box 1012, La Grande, Oregon 97850 | Price Agreement No. | 7 |

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

**Work to be done:**

Delete Item No. 18, 3/4"-0 Aggregate Base, 6,950 Ton. Add pay item 3/4"-0 Aggregate Base In Place, Method of measurement, unit and unit price change.

**Locations by station numbers:**

Entire Project

**Names of pay items, estimated quantities and agreed prices:**

| | | | |
|---|---|---|---|
| 30701 | 3/4"-0 Aggregate Base In Place<br>Doc Del BI 18 | 3,564 cu. yd. @ 10.43/cu.yd. | $ 37,172.52 |

**Specifications, basis of measurement and other provisions:**

Work performed to be in compliance with "Standard Specifications for Highway Construction" and the project Special Provisions. Measurement to be by cross section method to determine in place volume.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 844,565.08 |
| Present estimate of project cost, including $ ~~357.48~~ 37,172.52 for work under this order | $ 844,565.08 |
| Expected under-run over-run (amount) | $ |
| Expected under-run over-run (per cent) | |

Space to right of this line is for use of Salem Office

Submitted by: W. C. Ferguson, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

Signed S. A. M. Sanet Pres Contractor
D Mc D Corporation

Approved: for Construction Engineer
6-26-79

SP*66758-734

⑥

1-27-19 [illegible]

8760 1-F-8

Form A-160—3M

OREGON STATE HIGHWAY DIVISIO..

# Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Oxbow Section
Date June 14, 1979
Highway County Road
Contract No. 8760
County Grant
Prefix 212-1052
Contractor D Mc D Corporation
F. A. Project No. OS-1200(1)
Address P. O. Box 1012, La Grande, Oregon 97850
Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Delete Item No. 17, Aggregate Subbase, 43,300 Ton, and add pay item Aggregate Subbase inplace, Method of measurement, unit and unit price change.

Locations by station numbers:

Entire Project

Names of pay items, estimated quantities and agreed prices:

| | | | |
|---|---|---|---|
| 30601 | Aggregate Subbase In Place | 22,205 cu. yd. @ $8.68/cu.yd. | $192,739.40 |

Doc Del Bl 17

Specifications, basis of measurement and other provisions:

Work performed to be in compliance with Standard Specifications for Highway Construction and the project Special Provisions. Measurement to be by cross section method to determine in place volume.

**INSTRUCTIONS**

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization $ 844,565.08

Present estimate of project cost, including $ ~~2,440.60~~ 192,739.40 for work under this order $ 844,565.08

Expected under-run / over-run (amount) $

Expected under-run / over-run (per cent)

Space to right of this line is for use of Salem Office

Submitted by: W. C. Ferguson, Resident Engineer

Signed Pres Contractor
D Mc D Corporation

Approval Recommended: Regional Engineer

Approval Recommended: Construction Administration Engineer or Bridge Administration Engineer

Approved: for Construction Engineer
6-26-79

HP*88738-734

6-28-[illegible]

8760

2

STATE OF OREGON

Highway Construction
DEPT.

378-6318
TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #8760

TO Memo to File

DATE: October 19, 1979

O B Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Oxbow Section
Contract No. 8760

NOTED
H. S. COULTER

D Mc D Corporation, contractor on this project, has requested a time extension of 74 calendar workdays due to weather related delays.

Contract times and dates are:

| | |
|---|---|
| Project Awarded | June 30, 1978 |
| Work Started | August 1, 1978 |
| Work Completed | September 28, 1979 |
| Specified Contract Time | 310 calendar work days |
| Time Used | 353 calendar work days |
| Time overrun | 43 calendar work days |

The contractor requests that the time charged from March 1 to May 13, 1979, be returned as a time extension. The reason for his request is: "during this period the project was inaccessible and unworkable due to high moisture content of the subgrade material". The contractor submission contains no data to substantiate that the weather and resultant conditions were "reasonably unpredictable". Our information indicates that the weather delay claimed is quite usual for this area. Prior to determining the amount of contract time to allow for this project we contacted the County Roadmaster and he advised us that snow lingers in this area in the spring and poor weather conditions could be expected from October through April. Therefore, the weather delay claimed appears to be normal and not "reasonably unpredictable" for the area of this project.

It appears that the reason for late project completion was the result of contractor scheduling and not to weather delays. The contractor's request for additional time should therefore be denied.

OBJ/db

cc: H. S. Coulter ✓
W. E. Schwartz
W. C. Ferguson

RECEIVED
STATE HWY ENGR
OCT 22 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
**STATE HIGHWAY DIVISION**

In Reply Refer to
File No.:

October 19, 1979

D McD Corporation
P. O. Box 1012
LaGrande, Oregon 97850

NOTED
H. S. COULTER

Gentlemen:

Re: Time Extension Request
Oxbow Section
Contract No. 8760
OS-1200(1)

Your request for additional time in which to complete the above project has been carefully considered. In accord with the contract provisions, reasonably predictable weather is not a valid reason for an extension of contract time. The weather and resultant conditions encountered from March 1 to May 14, 1979, were not reasonably unpredictable for this area. Therefore, your request for additional time must be denied.

Please contact Resident Engineer Ferguson if you wish a more detailed review of this matter.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ/db

cc: H. S. Coulter ✓
W. E. Schwartz
W. C. Ferguson

RECEIVED
STATE HWY ENG
OCT 22 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form 734-3122

No. 61 8760

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oxbow Section

WEEK ENDING: Sept. 29, 1979

SECTION PREFIX: 212-1052

HIGHWAY: County Road

COUNTY: Grant

NAME OF JOB: Oxbow Section

KIND OF WORK: Gradem Aggregate Base & Structures

CONTRACTOR: D Mc D Corporation

CONTRACT NUMBER: 8760

FEDERAL AID PROJECT NUMBER: OS-1200(1)

DATE OF CONTRACT: June 30, 1978

DATE WORK STARTED: August 1, 1978

ESTIMATED COMPLETION DATE: Oct. 1, 1979

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 3

SPECIFIED WORK DAYS: 310 CWD

WORK DAYS USED: 354 CWD

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 114%

PROJECT AUTHORIZATION: $844,365.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%

EXCLUSIVE OF ENGINEERING: $777,595.16

ENGINEERING AUTHORIZATION: $66,969.92

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $777,595.16

ENGINEERING COST TO DATE: $59,478.16

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN – – %

PERCENT OF AUTHORIZATION: 89 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | | 100% | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 3.6 | 3.6 | | | |
| MILES PARTIALLY COMPLETED | 3.6 | 3.6 | | | |
| MILES COMPLETED | 3.6 | 3.6 | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 71,300 CY | 50,250 Ton | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 71,300 CY | 25,769 CY | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 71,300 CY | 25,769 CY | | | |
| AVERAGE DAILY QUANTITIES | 0 | 923 CY | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | overtime | overtime | | | |
| NUMBER OF SHIFTS PER DAY | | 1 | | | |
| HOURS PER SHIFT | | 8 | | | |

EQUIPMENT USED DURING THE WEEK:

1 D-8, 1 roller, 1 loader, 1 blade, 3 belly dumps, 1 water wagon

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| BRIDGE NO. | 16308 | | 16309 | | | | | |
|---|---|---|---|---|---|---|---|---|
| PERCENT | 96% | | 96% | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 23 | Clear & hot | 1 | | |
| MONDAY | 24 | Rain showers | 1 | | |
| TUESDAY | 25 | Fair | 1 | | |
| WEDNESDAY | 26 | Fair | 1 | | |
| THURSDAY | 27 | Fair | 1 | | |
| FRIDAY | 28 | Fair | 1 | | |
| SATURDAY | 29 | | 1 | | |

RECEIVED
OCT 1 1979
CONSTRUCTION
BRANCH

Kessey
Jackmore
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY 23 | No Activity |
| MONDAY 24 | D Mc D on project cleaning and reshaping pit area, hauling placing, and processing 3/4"-0 Sta 30+50-34+75, Sta 49-51 and Sta 83-84+50.<br>Coral Const. on project building and installing Type 1 Fence gates at Stas 34, 50, 83+60, 132 and 156. |
| TUESDAY 25 | D Mc D on project grading and shaping levelling course to yellow tops Sta 36-156, reshaping and reclaiming pit area and putting A.C. overlay on Bridge deck No. 16308.<br>Coral Const. on project building type 1 fence at Stas 34, 50, 83+60 and 132. |
| WEDNESDAY 26 | D Mc D on project grading & shaping 3/4"-0 Sta 156-219 and Sta 31-35 and reshaping and reclaiming pit area. |
| THURSDAY 27 | D Mc D on project reshaping and reclaiming pit area.<br>Coral Const. on project placing 5 yards of concrete in fence corner posts, Stas 50, 83+60, 132, 156 and 218 and attaching fence to cattle guard at Sta 156 & 218.<br>Grant County oiled road. |
| FRIDAY 28 | D Mc D completing reshaping and reclaiming pit area.<br>Anderson Erosion Control on project seeding and mulching cut and fill slope areas. |
| SATURDAY 29 | Anderson seeding and mulching. |

## REMARKS

D Mc D completed processing 3/4"-0 levelling course to grade and completed reshaping and reclaiming pit area.

Coral Const. finished fence work.

Anderson Erosion Control on project seeding and mulching.

SIGNED WC Ferguson LOCATION Pendleton
W. C. Ferguson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Grant

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
September 7, 1978

Duane O. Christensen
Final Design Engineer

C. T. Keasey
Construction Engineer

Oxbow Section
County Road
Grant County
Contract #8760

We have reviewed the changes requested by the contractor on the arch pipes and they are satisfactory. The changes are highlighted in yellow on the accompanying drawings.

The slotted holes should be burned or punched prior to galvanizing.

A price agreement may be in order since the unbalanced channel has been reduced from 3/8" to 3/16" thickness.

LKW:ab
cc: W. E. Schwartz, w/encl.
W. C. Ferguson, w/encl.

Versteeg
2 Christensen
George
Olson
Turpin
1 Sullivan
Scott
Savage

Art O.D.

RECEIVED
SEP 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

ARMCO STEEL CORPORATION
METAL PRODUCTS DIVISION

ARMCO, INC.
METAL PRODUCTS DIVISION
P. O. BOX 401
HILLSBORO, OREGON 97123

xxxxxxxx 648-4123

Aug. 25, 1978

Mrs. Lenora Brewer
D McD Corporation
P. O. Box 1012
La Grande, OR 97850

Dear Mrs. Brewer:

Re your OSHD contract No. 8760, Oxbow Section, I am writing you in Dick Lozo's absence this week to request that you submit the enclosed proposed Detail "A" to OSHD for their consideration. This change can hopefully be made by the time the bridge plank base plates are received in Davis, CA which is estimated at approx 9/27. The base plates would then be punched or drilled, galvanized, and shipped with the MultiPlate. The unbalanced base channel would be shipped then or sooner from Forest Grove, OR. direct to job.

The purpose of this request is so that we may use the standard edge holes of the MultiPlate sheets to bolt to the base channel, hence the 3/4" bolts and the 3" offset. We would also use 3/4" bolts to fasten the base channel to the bridge plank.

We are therefore giving the state the same number of bolts as they show, but the size will be all 3/4" and the location both horizontally and vertically will be a little different from the detail as now shown.

Very truly yours,

W. E. Powers, Sr. Sales Engr.

Encl.

WEP/wep

RECEIVED
AUG 30 1978
RESIDENT ENGINEER
RE ☐ — ARE ☐

276 2011

Call Ferguson

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ARMCO

503-235-8904

ADDRESS REPLY TO
P. O. BOX 02195
PORTLAND, OREGON 97202

August 18, 1978

CC Bill Ferguson
Resident Engineer
O.S.H.D.
P. O. Box 459
Pendleton,Or. 97801

Mrs. Lenora Brewer
D McD Corporation
P. O. Box 1012
La Grande, Or. 97850

Dear Mrs. Brewer:

Re: OSHD #8760
Oxbow Section

Our fabrication department noticed that your subject project calls for galvanized unbalanced channel for structural plate pipe arch to be 3/8" thick which is heavier than our standard 3/16" material, and also heavier than thickness required for footings.

We respectfully request your assistance to have this changed and to accept our 3/16" thick standard galvanized unbalanced channel.

Please submit this request to O.S.H.D. for their consideration.

Sincerely yours

R. J. Lozo

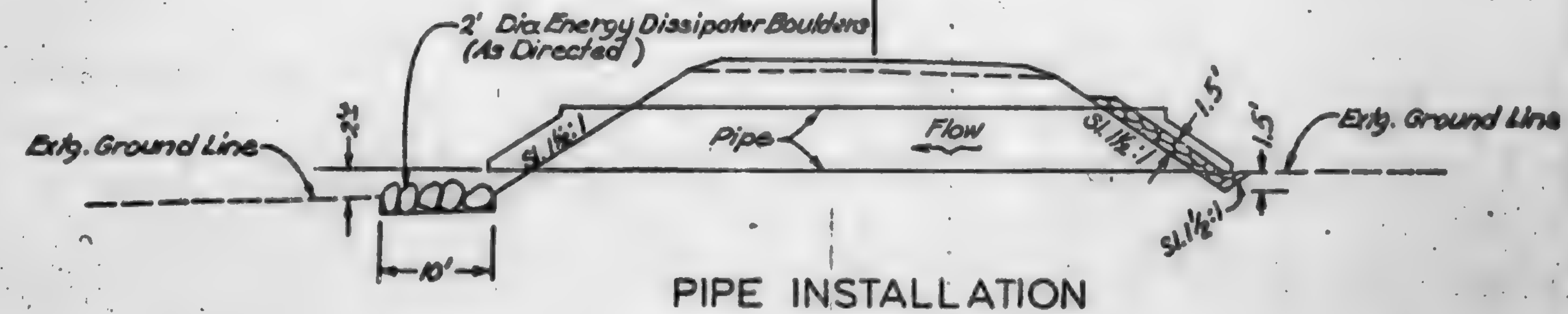
R. J. Lozo
Sales Administrator

RJL:me

Enclosure

RECEIVED
AUG 30 1978
RESIDENT ENGINEER
RE ☐ — ARE ☐

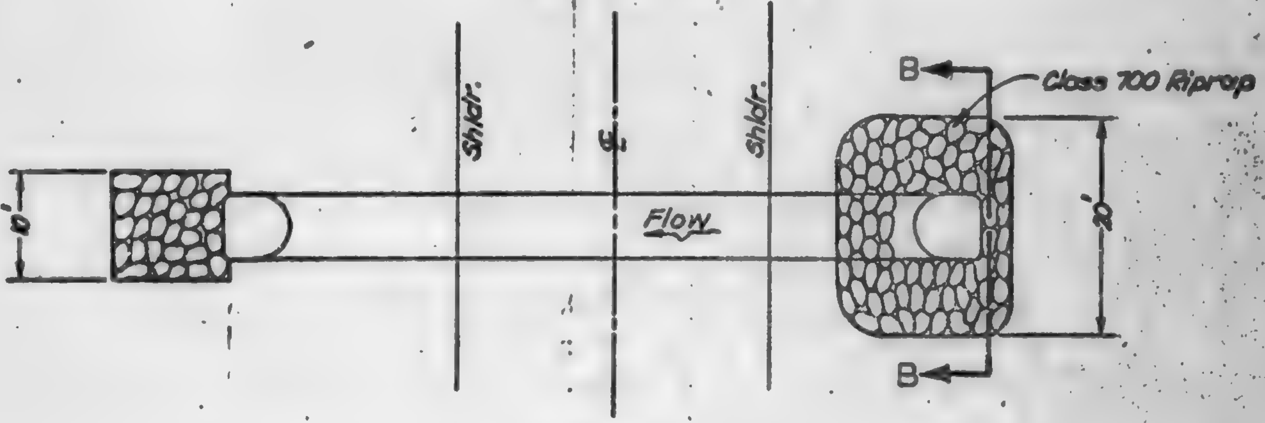
# PIPE INS



℄
2' Dia. Energy Dissipater Boulders (As Directed)
Extg. Ground Line
2½
Sl. 1½:1
Pipe
Flow
Sl. 1½:1
1.5'
1.5'
Extg. Ground Line
Sl. 1½:1
10'

## PIPE INSTALLATION

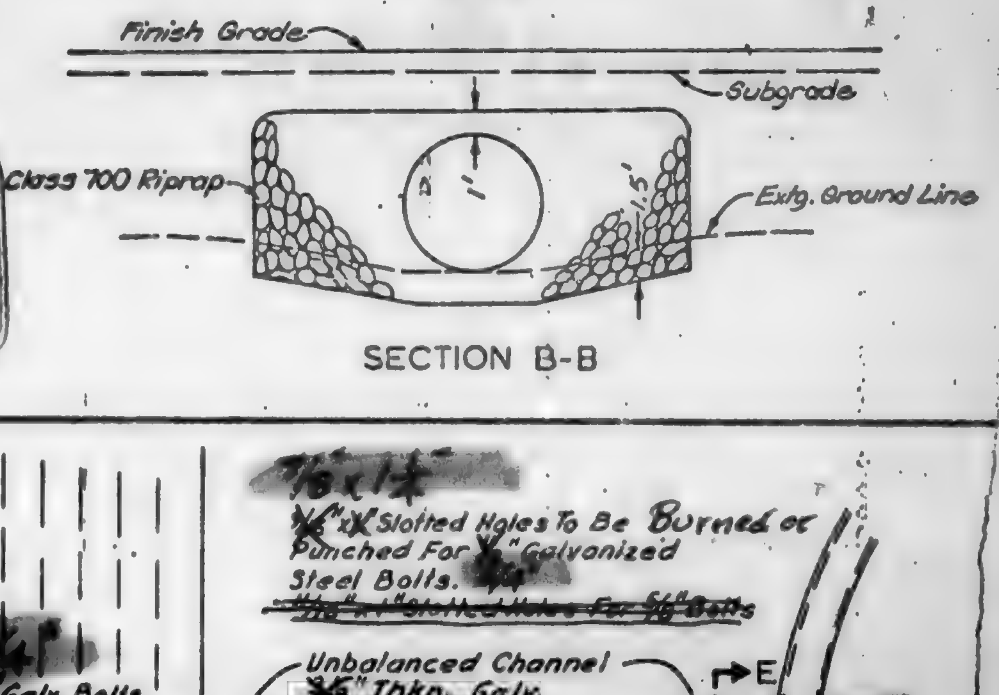
STA. 42 + 76
STA. 131 + 57



Shldr.
℄
Shldr.
B
Class 700 Riprap
10'
Flow
20'
B

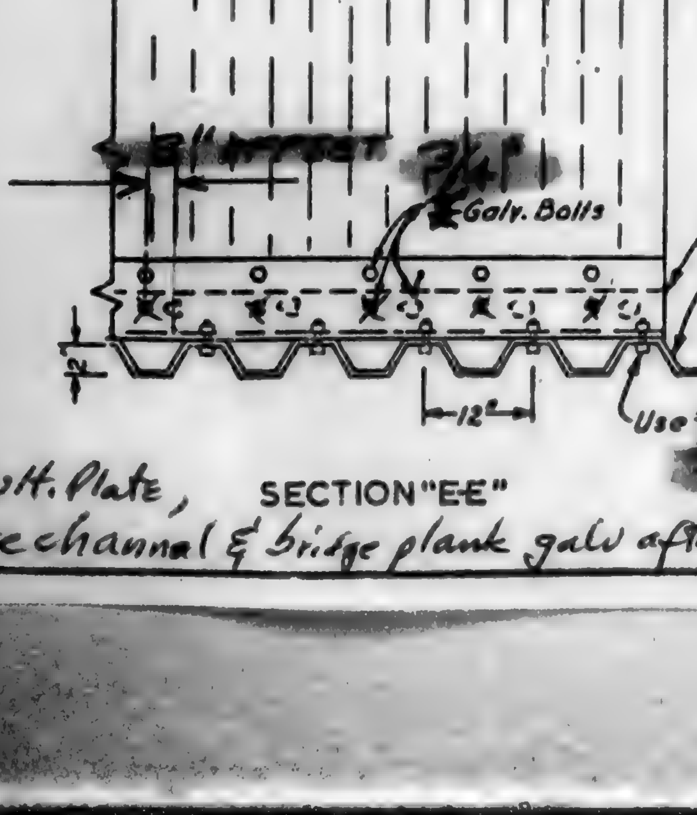
PLAN

RECEIVED
AUG 30 1978
RESIDENT ENGINEER
RE ☐ — ARE ☐



Finish Grade
Subgrade
Class 700 Riprap
1'
D
1.5'
Extg. Ground Line

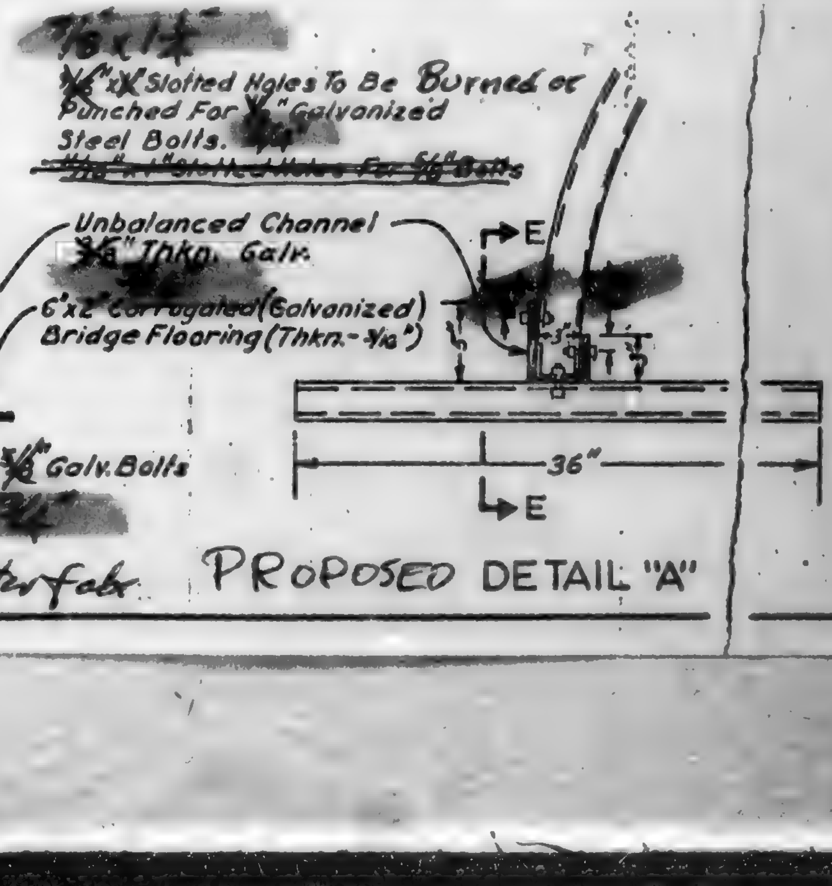
SECTION B-B



7/8
Galv. Bolts
12"
Use 3/4" Galv. Bolts
2"

SECTION "E-E"

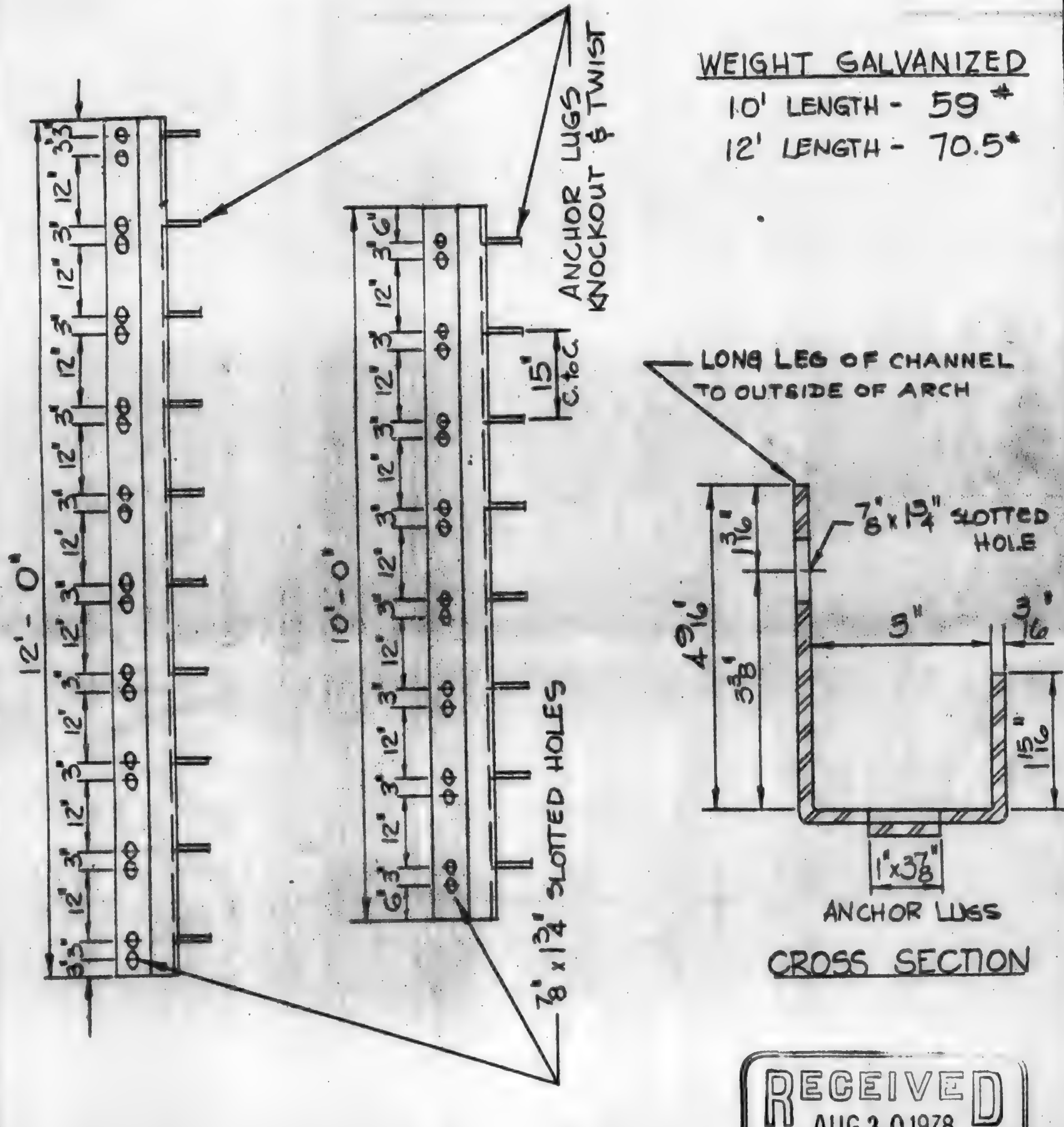
Mult. Plate,
Base channal & bridge plank galv after fabr



7/8 x 1 1/4"
Slotted Holes To Be Burned or Punched For 3/4" Galvanized Steel Bolts.
~~11/16" x 1" Slotted Holes For 5/8" Bolts~~
Unbalanced Channel
3/16" Thkn. Galv.
6"x2" Corrugated (Galvanized) Bridge Flooring (Thkn. - 3/16")
E
E
36"

PROPOSED DETAIL "A"

ARMCO line 8/25/78 W.E.P.


ANCHOR LUGS KNOCKOUT & TWIST
12'-0"
10'-0"
3 3/8"
12"
3"
3 6"
6 3"
15" C. to C.
7/8" x 1 3/4" SLOTTED HOLES
LONG LEG OF CHANNEL TO OUTSIDE OF ARCH
7/8" x 1 3/4" SLOTTED HOLE
4 9/16"
1 3/16"
3 3/8"
3"
3/16"
1 15/16"
1" x 3 7/8"
ANCHOR LUGS
CROSS SECTION

WEIGHT GALVANIZED
10' LENGTH - 59#
12' LENGTH - 70.5#

RECEIVED
AUG 3 0 1978
RESIDENT ENGINEER
RE ☐ -- ARE ☐

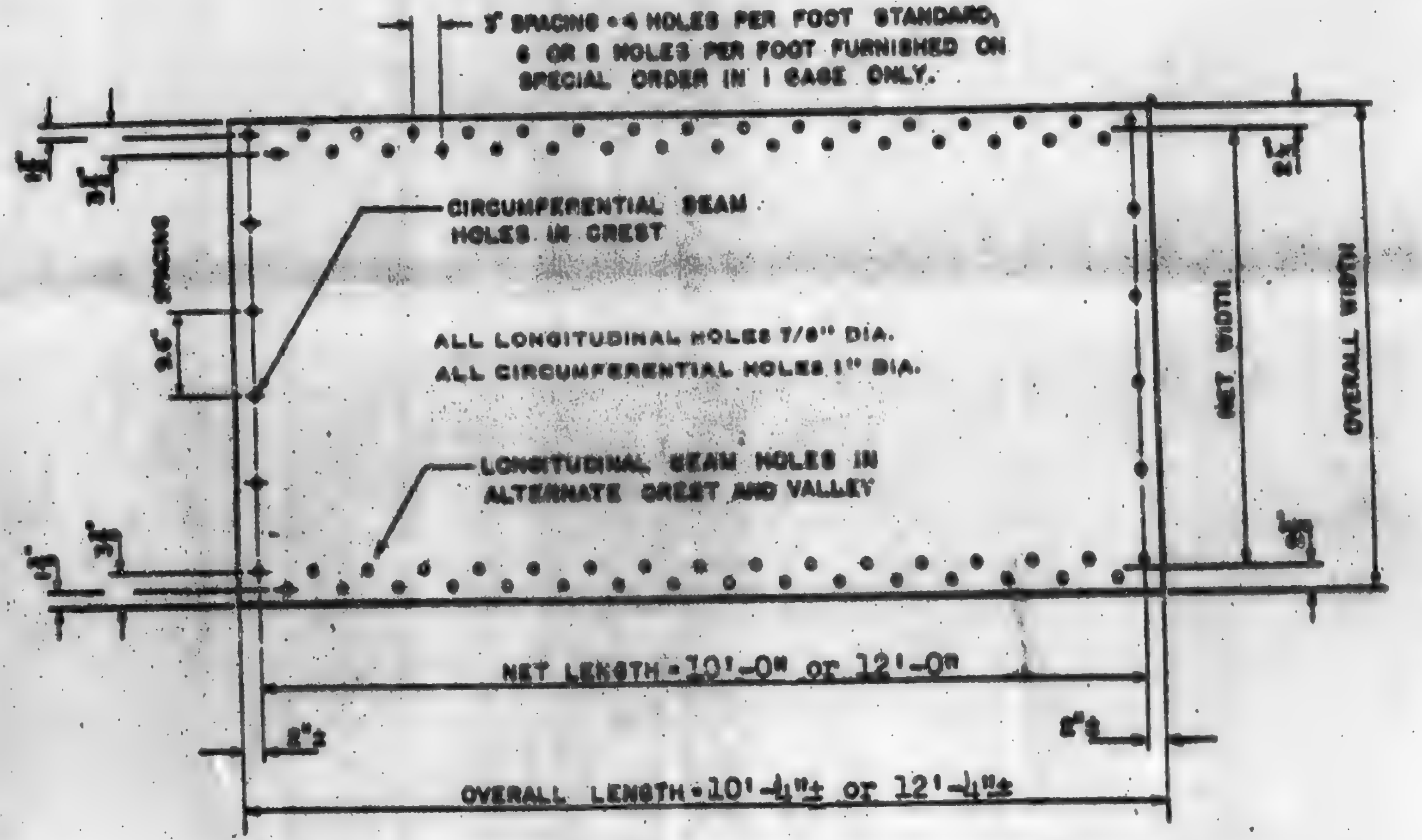
## UNBALANCED CHANNEL
## FOR MULTI PLATE ARCHES

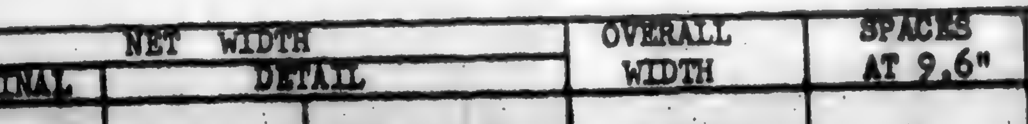
**ARMCO Metal Products Division**
Armco Steel Corporation
Middletown, Ohio

| DATE | DWG. NO. |
|---|---|

# DETAILS OF UNCURVED MULTI PLATE PLATES

## 6"x 2" CORRUGATION WITH 1½" VALLEY RADIUS


3" SPACING = 4 HOLES PER FOOT STANDARD,
6 OR 8 HOLES PER FOOT FURNISHED ON
SPECIAL ORDER IN 1 CASE ONLY.
CIRCUMFERENTIAL SEAM
HOLES IN CREST
9.6" SPACING
ALL LONGITUDINAL HOLES 7/8" DIA.
ALL CIRCUMFERENTIAL HOLES 1" DIA.
LONGITUDINAL SEAM HOLES IN
ALTERNATE CREST AND VALLEY
NET WIDTH
OVERALL WIDTH
NET LENGTH = 10'-0" or 12'-0"
2"±
2"±
OVERALL LENGTH = 10'-4"± or 12'-4"±


INSIDE SURFACE

| NET WIDTH | | | OVERALL WIDTH | SPACES AT 9.6" | NO. CIRCUM. BOLT HOLES |
|---|---|---|---|---|---|
| NOMINAL | DETAIL | | | | |
| 9 PI" | 28.8" | 28-13/16" | 33-9/16" | 3 | 4 |
| 15 PI" | 48.0" | 48" | 52-3/4" | 5 | 6 |
| 18 PI" | 57.6" | 57-5/8" | 62-3/8" | 6 | 7 |
| 21 PI" | 67.2" | 67-3/16" | 71-15/16" | 7 | 8 |
| 24 PI" | 76.8" | 76-13/16" | 81-9/16" | 8 | 9 |

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

August 16, 1978

Hon. Francis Cole
Grant County Judge
Courthouse
Canyon City, Oregon 97820

Dear Judge Cole:

Under an annual evaluation program, the Department of Transportation is in the process of reviewing the Statewide Functional Classification and Federal Aid System.

I have reviewed the roads and streets under your jurisdiction and find no conflict with the system except on the Middle Fork John Day River Road, County Road Number 20. This route has been identified as a Major Collector under our original study; however, because of the pending Oxbow project (funded under the Off-System Program) you opted to delay inclusion of the route in the Federal Aid Secondary (FAS) System until a later date. Since the Oxbow Section is now under contract, I am advised you may now apply for FAS status of the route without losing the Off-System funds.

If you contemplate any other changes to the system, they must comply with the manual prepared by the Federal Highway Administration, "Highway Functional Classification Concepts, Criteria and Procedures" dated July 1974 and furnished to you in 1975. Enclosed is a seven page synopsis of the manual showing basic requirements of the system and a map showing the system as it now exists. One change in the criteria has been granted. We now have until 1985 to incorporate proposed routes (those in need of construction) into the system. Firm evidence of intent must be shown in order to include any such route.

Please submit any proposed revision to me no later than October 2, 1978 so we may include them with this year's revision to the Statewide system.

Sincerely,

R C Lang

R. C. Lang
Region 5 Federal Aid Engineer

RCL:sb
Enclosure

cc Thom Ledgerwood
W. H. Tebeau
Gerald Wimer ✓

NOTED
WM L. CRANFORD

Form 81-734 3123

8760

ROBERT W. STRAUB
GOVERNOR

# *Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1978

D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 8760 for work on the Oxbow Section of Middle Fork John Day River County Road in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc U.S. Fidelity & Guaranty Co.
P. O. Box 3439
Portland, OR 97208

bc C. T. Kessey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Wm. C. Ferguson

8760 8

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER<br>7-88 | | State<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Grant |
| MODIFICATION NUMBER<br>1 | 7-14-78 | Project Number<br>OS-1200(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 16, 1976, is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $20,545 | $890,564 |
| Federal funds | $16,025 | $390,000 |
| Other revisions | | |

This modification is made for the following reasons: Increase in P.E. Costs and include contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of July, 1978.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E. S. Hunter

Technical Services Engineer
*(Title)*

By For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. OS-1200(1)

## Oxbow Section
## Grant County Road

Revised Project Agreement Estimate

### Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 46,000.00 |

### Type Code 2010
### Roadway (Sta. 31+00 to Sta. 219+00)

| | | | |
|---|---|---|---|
| Furnishing Field Laboratory | All Required | | $ 2,500.00 |
| Mobilization | All Required | | 25,000.00 |
| Temporary Protection and Direction of Traffic | All Required | | 2,000.00 |
| Temporary Signs | 79 Sq.Ft. | $ 7.00 | 553.00 |
| Temporary Barricades | 4 Each | 250.00 | 1,000.00 |
| Flagmen | 80 Hour | 16.00 | 1,280.00 |
| Clearing and Grubbing | All Required | | 15,000.00 |
| Removal of Structures and Obstructions | All Required | | 2,000.00 |
| Ditch Excavation | 80 Cu.Yd. | 7.00 | 560.00 |
| General Excavation | 71,300 Cu.Yd. | 1.70 | 121,210.00 |
| Extra for Selected Rock Embankment | 550 Cu.Yd. | 2.50 | 1,375.00 |
| Toe Trench Excavation | 820 Cu.Yd. | 7.50 | 6,150.00 |
| Overhaul | 8,280 C.-Yd. Sta. | 0.80 | 6,624.00 |
| Trench Excavation | 740 Cu.Yd. | 7.00 | 5,180.00 |
| Finishing Roadbed and Slopes | All Required | | 15,000.00 |
| Watering | 1,500 M-Gal. | 7.00 | 10,500.00 |
| Aggregate Subbase | 43,300 Ton | 4.50 | 194,850.00 |
| 3/4"-0 Aggregate Base | 6,950 Ton | 5.40 | 37,530.00 |
| 8'-0" x 4'-2" Structural Plate Arch, 0.109" Thick | 60 Lin.Ft. | 132.00 | 7,920.00 |
| 9'-0" x 4'-8 1/2" Structural Plate Arch, 0.109" Thick | 84 Lin.Ft. | 152.00 | 12,768.00 |
| 18-Inch Culvert Pipe | 706 Lin.Ft. | 9.20 | 6,495.20 |
| 24-Inch Culvert Pipe | 112 Lin.Ft. | 12.40 | 1,388.80 |
| 30-Inch Culvert Pipe | 104 Lin.Ft. | 15.80 | 1,643.20 |
| 36-Inch Culvert Pipe | 110 Lin.Ft. | 18.00 | 1,980.00 |
| 54-Inch Culvert Pipe | 66 Lin.Ft. | 36.00 | 2,376.00 |
| 54-Inch Arch Type Pipe | 56 Lin.Ft. | 45.00 | 2,520.00 |
| 6-Inch Drain Pipe | 70 Lin.Ft. | 10.00 | 700.00 |
| 12-Inch Drain Pipe | 396 Lin.Ft. | 12.00 | 4,752.00 |
| Fiber Filter | 6,700 Sq.Ft. | 0.15 | 1,005.00 |
| 3/4"-1/2" Gravel in Drains | 140 Cu.Yd. | 10.00 | 1,400.00 |
| Guard Rail, Type 2A | 500 Lin.Ft. | 12.50 | 6,250.00 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. OS-1200(1)

| | | | |
|---|---|---|---|
| Guard Rail Anchors, Type 1 | 8 Each | 200.00 | 1,600.00 |
| Rail End Pieces, Type C | 8 Each | 90.00 | 720.00 |
| Type 1 Fence | 120 Lin.Ft. | 15.00 | 1,800.00 |
| Loose Riprap, Class 700 | 840 Cu.Yd. | 15.00 | 12,600.00 |
| Loose Riprap, Class 2000 | 1,080 Cu.Yd. | 15.00 | 16,200.00 |
| Filter Blanket | 340 Cu.Yd. | 10.00 | 3,400.00 |
| 28' Cattle Guard | 4 Each | 5,000.00 | 20,000.00 |
| Roadside Seeding and Mulching | 10 Acre | 480.00 | 4,800.00 |
| | | | $560,630.20 |

Anticipated Items

| | | |
|---|---|---|
| Temporary Erosion Control | All Required | $ 1,000.00 |
| Furnish and Plant Willow Stakes | All Required | 2,000.00 |
| Const. Diverson Box & Irrigation Ditch at Butte Creek | All Required | 1,500.00 |
| | | $ 4,500.00 |

| | |
|---|---|
| Subtotal | $565,130.20 |
| Engineering | 76,291.80 |
| Total | $641,422.00 |

Type Code X080
Middle Fork John Day River, Bridge #16308 (Sta. 34+77 to 35+96)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | $ 11,000.00 |
| Structure Excavation | 290 Cu.Yd. | $ 12.00 | 3,480.00 |
| Structure Excavation Below Elevations Shown | 30 Cu.Yd. | 20.00 | 600.00 |
| Structural Concrete, Class 3300 | All Required | | 25,000.00 |
| 4' x 30'/35' Prestressed Slabs | 14 Each | 2,000.00 | 28,000.00 |
| 4' x 50'/55' Prestressed Slabs | 7 Each | 4,200.00 | 29,400.00 |
| Reinforcement | All Required | | 6,500.00 |
| Metal Rail with Tubing | 225 Lin.Ft. | 50.00 | 11,250.00 |
| | | | $115,230.00 |

Middle Fork John Day River Br. #16309 (Sta. 202+88 to Sta. 203+25)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | $ 4,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 3,500.00 |
| Structure Excavation | 380 Cu.Yd. | 10.00 | 3,800.00 |
| Structure Excavation Below Elevations Shown | 40 Cu.Yd. | 20.00 | 800.00 |
| Structural Concrete, Class 3300 | All Required | | 19,000.00 |
| 4' x 35'/40' Prestressed Slabs | 7 Each | 3,000.00 | 21,000.00 |
| Reinforcement | All Required | | 8,500.00 |
| Metal Rail with Tubing | 63 Lin.Ft. | 50.00 | 3,150.00 |
| | | | $ 63,750.00 |

| | |
|---|---|
| Subtotal | $178,980.00 |
| Engineering | 24,162.00 |
| Total | $203,142.00 |

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. OS-1200(1)

| | | |
|---|---|---|
| Length of Project | Roadway | 3.534 Miles |
| | Structures | 0.030 Miles |
| | Total | 3.564 Miles |

Cost of Roadway Per Mile . $181,500.28

SUMMARY OF FUNDS (78.19%)

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 46,000.00 | $ 35,967.00 | $ 10,033.00 |
| Roadway | 641,422.00 | 268,878.00 | 372,544.00 |
| Structure | 203,142.00 | 85,155.00 | 117,987.00 |
| Total | $890,564.00 | $390,000.00 | $500,564.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8760 |
| Prefix No. | 212-1997 |
| Prefix No. | 212-1052 |

STATE COPY

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>11-155 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>11-16-76 | State<br>Oregon<br>County<br>Grant<br>Project No.<br>05-1200 (1) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 6.8 mi. N.W. Austin N.W.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 1-27-76 | 3.75 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |

OTHER *(Specify)*

FUNDS Pro-Rata 78.19%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 20,545 | $ 16,025 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
*(Official name of Highway Agency)*

By E S Hunter

Deputy State Highway Engineer
*(Title)*

By ______

*(Title)*

By ______

*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
*(Division Administrator)*
for: G. L. Green

Date executed by Division Administrator NOV 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 8, 1976

Federal-aid Project
No. OS-1200(1)

OXBOW SECTION
COUNTY ROAD IN GRANT COUNTY

Project Agreemetn Estimate.

Type Code P.E.
Preliminary Engineering

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $ 20,545.00 |
| | Total | $ 20,545.00 |

Length of Project - - - - - - - - - - - - - - - 3.75 miles

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | County Funds |
|---|---|---|---|
| Preliminary Engineering | $ 20,545.00 | $ 16,025.00 | $ 4,520.00 |
| Retain In PS & E Status Contract | $479,455.00 | $ 373,975.00 | 105,480.00 |
| Total | $500,000.00 | $ 390,000.00 | $110,000.00 |

Prefix 212-1997

8760

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

# Request for Outside Billing

(Or Advice of Cash Transaction)

**Address invoice to:** Grant County Court
Courthouse
Canyon City, Oregon 97820

**Attention of** Hon. Francis Cole
Co. Judge

**Request No.** (assigned by staff engineer or head of section) CC1847

**Date** July 12, 1978

**Payer's Order No. (if any)**

**Highway Div. Order No. (if any)** (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $485,300.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $85,000.00 | |
| | | To be transferred to State Hwy. funds for the construction of the Oxbow Section of the Middle Fork John Day River Road OFF-SYSTEM Project SOS-1200(1).<br>(AD 458) | | $400,300.00 |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | **Credit distribution:**<br>212-1052 |
| If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 485,300.00 | **Submitted by:**<br>Harold Reynoldson |
| **Is this a partial or final request for billing?** partial | **Approved:**<br>Regional Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | **Approved:**<br>Gerald Wimer<br>Section Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. | |

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

8760

8

bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Wm. C. Ferguson
SAIF
Fran

June 30, 1978

D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

Gentleman:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Oxbow Section of the Middle Fork John Day River County Road in Grant County for the sum of $739,610.20 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of Grant County and when the sum of $485,300 is deposited by the County.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8760.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 13, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

June 23, 1978

Grant County Court
Courthouse
Canyon City, OR 97820

ATTN: Honorable Francis Cole
County Judge

Gentlemen:

On June 22, 1978, a satisfactory bid was received from D Mc D Corporation, P.O. Box 1012, LaGrande, Oregon 97850, for the Oxbow Section of Middle Fork-John Day River Road. This is an Off-System Project.

The County's advance deposit based upon the contractor's bid is as follows:

| | |
|---|---|
| Bid Items | $739,610.20 |
| Erosion Control | 1,000.00 |
| Irrigation division box | 1,500.00 |
| Plant willow stakes | 2,000.00 |
| 4½% Contingencies | 33,484.96 |
| 9% Engineering | 66,969.92 |
| ESTIMATED TOTAL COST OF CONST. | $844,565.08 |
| P.E. Costs | 41,351.63 |
| TOTAL PROJECT COST | $885,916.71 |
| Less | 500,000.00 |
| | $385,916.71 |
| County's 22% share of $500,000.00 | 110,000.00 |
| | $495,916.71 |
| Less Free State Bridge Design | 6,799.79 |
| | $489,116.92 |
| Less County PE advance deposit | 3,828.00 |
| | $485,288.92 |

Rec'd 6/30/78
Told Virgil Boyd
+
Roger Lang

By rounding, County's advance deposit will be $485,300.00.

This project will be awarded upon receipt of your advance deposit which should be in this office no later than July 14, 1978.

DmH.

Please make your check in the amount of $485,300.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

HR:lml

bc w/ad # 458: Vern Skoog - Please return completed AD #458 when check is received.
Region 3 Federal Aid Engineer

7760

Section Oxbow

Programming Estimate $ 813000

Highway County Rd

Project Length

County Grant

Completion Time 310 Cal. wkdays

Kind of Work Grade, Base & Structure

May 25, 1978

Prefix 212-1997

FA Project No. 05-1200 (1)

ROUTING SLIP

Date: 5/25/78

DEPARTMENT OF TRANSPORTATION

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lana Ave.)
- Construction
- Data Processing (Transp. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Landscape
- Library
- Location
- Mail Room
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number 5
- District Number

ATTENTION: Roger Long

FROM: Loc. Prog.

F.Y.I. - Would you please inform the county.

Form 81-731-0022 (7/77)

STRUCTION AUTHORIZATION

ract Amount $ 719,073$^{50}$

1000

$ 1000

Misc. Permit Fees

$ 720,073$^{50}$

Contingencies (4-1/2%) . . . . . . . . . . . . 32,403$^{31}$

Engineering ( 9 %) . . . . . . . . . . . . . . . 64,806$^{62}$

SUBTOTAL $

~~Credit for~~ . . . . . . . . . . . .

Estimated Net Authorization, Construction . . . . . . . . . . . . . . $ 817,283$^{42}$

APPROVED

Road Design Engineer

APPROVED

for

FINAL DESIGN ENGR.

```
                                          212    1902       905      00 P 1
                                          212    1902       907      00 P 1                                      .83
                                                            TOT      P1                                          .83
                                                        ** JOB TOTALS **                    **                   .83   **

   COUNTY RDS OFF FED-AID SYSTEM CONT NO             FA PROJ NOS SRS 00S023 100
                                          212    1903       296      00 N 9                                  204.80CR
                                          212    1903       298      00 N 9                                  204.80
                                          212    1903       901      00 P 1
                                          212    1903       903      00 P 1
                                          212    1903       905      00 P 1
                                          212    1903       911      00 P 1
                                                            TOT      P1
                                                        ** JOB TOTALS **                    **                         **

   OXR[illegible]ECT MIDDLE FK JOHN DAY CONT NO      FA PROJ NOS OS  200001 100
                                          212    1997       296      00 N 9
                                       X  212    1997       297      00 N 9
                                          212    1997       298      00 N 9
                                          212    1997       901      00 P 1         61.25                   61.25
                                          212    1997       903      00 P 1
                                          212    1997       904      00 P 1                              1,100.00
                                          212    1997       905      00 P 1      2,920.13                 4,691.57
                                          212    1997       906      00 P 1        182.70                 1,847.37
                                          212    1997       907      00 P 1
                                          212    1997       910      00 P 1        116.83                   116.83
                                          212    1997       918      00 P 1         68.34                   135.37
                                          212    1997       923      00 P 1
                                          212    1997       926      00 P 1
                                                            TOT      P1          3,349.25                 7,952.39
                                                        ** JOB TOTALS **         3,349.25   **            7,952.39   **

   VENATOR RRXING COUNTY RD       CONT NO            FA PROJ NOS SRS 00S067 100
                                          213    1987       296      00 N 9                                  111.31CR



  TOTAL TO DATE JOB COST SUMMARY                                                                   APRIL 1978
                                                                                                     FISCAL
  DESCRIPTION OF JOB OR DEPARTMENT          PREFIX          FUNCTION   GR  CURRENT MONTH        YEAR TO DATE
                                          213    1987       298      00 N 9                          111.31
                                          213    1987       901      00 P 1                           37.27
                                          213    1987       905      00 P 1
                                          213    1987       906      00 P 1
                                          213    1987       914      00 P 1
                                          213    1987       915      00 P 1                           77.00
                                          213    1987       917      00 P 1                           16.00
                                          213    1987       918      00 P 1
                                                            TOT      P1                              130.27
                                                        ** JOB TOTALS **                    **       130.27   **

   HAMMOND RNCH-NORTH LOOP CO RD CONT NO     * FA PROJ NOS SRS 00S090 100
   212    1902      905       00 P 1                                                             249.73
   212    1902      907       00 P 1                                           .83                  .83
                    TOT       P1                                               .83               954.54
                 ** JOB TOTALS **                        **                    .83    **         954.54   **

CONT NO          FA PROJ NOS SRS 00S023 100                                                        00       STATE
   212    1903      296       00 N 9                                       204.80CR              304.80CR
   212    1903      298       00 N 9                                       204.80                304.80
   212    1903      901       00 P 1                                                              52.75
   212    1903      903       00 P 1                                                               5.49
   212    1903      905       00 P 1                                                             269.70
   212    1903      911       00 P 1                                                              10.73
                    TOT       P1                                                                 338.67
                 ** JOB TOTALS **                        **                           **         338.67   **

CONT NO          FA PROJ NOS OS  200001 100                                                        00       STATE
   212    1997      296       00 N 9                                                          19,053.00CR
X  212    1997      297       00 N 9                                                           3,028.00
   212    1997      298       00 N 9                                                          16,025.00
   212    1997      901       00 P 1              61.25                        61.25              647.57
   212    1997      903       00 P 1                                                              156.54
   212    1997      904       00 P 1                                    1,100.00              15,946.00
   212    1997      905       00 P 1           2,920.13                  4,691.57               5,235.03
   212    1997      906       00 P 1             182.70                  1,847.37               6,693.97
   212    1997      907       00 P 1                                                                2.63
   212    1997      910     . 00 P 1             116.83                    116.83                 234.11
   212    1997      918       00 P 1              68.34                    135.37               4,341.60
   212    1997      923       00 P 1                                                              111.02
   212    1997      926       00 P 1                                                            2,944.12
                    TOT       P1               3,349.25                  7,952.39              36,362.59
                 ** JOB TOTALS **              3,349.25   **             7,952.39   **         36,362.59   **

CONT NO          FA PROJ NOS SRS 00S067 100                                                        00       STATE
   213    1987      296       00 N 9                                       111.31CR            2,665.74CR



                                                                      APRIL 1978            PAGE  470

                                                                         FISCAL             GRAND TOTAL
      PREFIX            FUNCTION     GR   CURRENT MONTH               YEAR TO DATE            TO DATE
   213    1987      298        00 N 9                                      111.31             2,665.74
   213    1987      901        00 P 1                                       37.27             2,477.93
   213    1987      905        00 P 1                                                            82.78
   213    1987      906        00 P 1                                                             1.14
   213    1987      914        00 P 1                                                             4.20
   213    1987      915        00 P 1                                       77.00                77.00
   213    1987      917        00 P 1                                       16.00                16.00
   213    1987      918        00 P 1                                                           302.88
                    TOT        P1                                          130.27             2,961.93
                 ** JOB TOTALS **                         **               130.27   **        2,961.93   **

  CONT NO        * FA PROJ NOS SRS ??S090 100                                                       00       STATE
```

County share at the estimated cost of $817,283.42

| | |
|---|---|
| Construction Est. | 817,283.42 |
| P.E. Est. | 36362.59 |
| | 853,646.01 |
| Less | 500,000 |
| | 353,646.01 |
| 22% of 500,000 | 110,000.00 |
| | 463,646.01 |

Section OXBOW Programming Estimate $ 813000

Highway COUNTY RD Project Length

County GRANT Completion Time 310 Cal. wkdays

Kind of Work GRADE, BASE & STRUCTURE (May 25, 1978)

Prefix 212-1997 FA Project No. 05-1200 (1)

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 719,073$^{50}$ |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 1000 | |
| State Furnished | | |
| Install Water Meter | | $ 1000 |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | |
| | | $ 720,073$^{50}$ |
| Contingencies (4-1/2%) | | 32,403$^{31}$ |
| Engineering ( 9 %) | | 64,806$^{62}$ |
| SUBTOTAL | | $ |
| ~~Credit for~~ | | |
| Estimated Net Authorization, Construction | | $ 817,283$^{42}$ |

APPROVED

Road Design Engineer

APPROVED

for

FINAL DESIGN ENGR.

OREGON STATE HIGHWAY DIVISION
MARY--BID SCHEDULE--COST ESTIM

Sheet 1 of 3
Date 5/18/78
County Grant
Section Oxbow
Name Day
Kind Of Work
Length

5-24-78
8

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Furnishing Field Laboratory | | All | All | — | 2000.00 |
| | Mobilization (8%) | | All | All | | 53,000 |
| | Temporary Protection and Direction of Traffic | | All | All | | 550 – |
| | Temporary Signs | | SqFt | 79 | 6 – | 474 |
| | Temporary Barricades | | Each | 4 | 125 – | 500 |
| | Flagmen | | Hr | 80 | 20.00 | 1600 |
| | Roadwork | | | | | |
| | Clearing and Grubbing | | All | All | — | 25,000.00 |
| | Removal of Structures and Obstructions | | All | All | | 2,000.00 |
| | Ditch Excavation | | CuYd | 80 | 10.00 | 800 |
| | General Excavation | | CuYd | 71,300 | 1.40 | 99820 |
| | Extra for Selected Rock Embankment | | CuYd | 550 | 2.00 | 1100 |
| | Toe Trench Excavation | | CuYd | 820 | 5.00 | 4100 |
| | Overhaul | | C-Yd Sta | 8250 | 0.50 | 4140 |
| | Trench Excavation | | CuYd | 740 | 10.00 | 7400 |
| | Finishing Roadbed and Slopes | | All | All | — | 7,200.00 |
| | Watering | | M-Gal | 1500 | 8.00 | 12,000 |
| | Aggregate Subbase | | Ton | 43,300 | 4.00 | 173,200 |
| | 3/4"-0 Aggregate Base | | Ton | 6950 | 5.85 | 40657.5 |
| | 8'-0" x 4'-2" Structural Plate Arch, 0.109" thick | | LinFt | 60 | 165.00 | 9900 |
| | 9'-0" x 4'-8½" Structural Plate Arch, 0.109" thick | | LinFt | 84 | 175.00 | 14,700 |
| | 18-inch Culvert Pipe | | LinFt | 706 | 16.00 | 11296 |
| | 24-inch Culvert Pipe | | LinFt | 112 | 23.00 | 2576 |

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date

Section Oxbow
County
Kind Of Work
Length
Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | 30-inch Culvert Pipe | | LinFt | 104 | 33.00 | 3432 |
| | 36-inch Culvert Pipe | | LinFt | 110 | 36.00 | 3960 |
| | 54-inch Culvert Pipe | | LinFt | 66 | 68.00 | 4488 |
| | 54-inch Arch Type Pipe | | LinFt | 56 | 53.00 | 2968 |
| | 6-inch Drain Pipe | | LinFt | 70 | 10.00 | 700 |
| | 12-inch Drain Pipe | | LinFt. | 396 | 12.00 | 4752 |
| | Fiber Filter | | SqFt | 6,700 | 0.40 | 2680 |
| | " " Gravel in Drains | | CuYd | 140 | 12.00 | 1680 |
| | Guard Rail, Type 2A | | LinFt | 500 | 15.00 | 7500 |
| | Guard Rail Anchors, Type 1 | | Each | 8 | 300.00 | 2400 |
| | Rail End Pieces, Type C | | Each | 8 | 120.00 | 960 |
| | Type 1 Fence | | LinFt | 120 | 4.00 | 480 |
| | Loose Riprap, Class 700 | | CuYd | 840 | 15.00 | 12,600 |
| | Loose Riprap, Class 2000 | | CuYd | 1080 | 15.00 | 16,200 |
| | Filter Blanket | | CuYd | 340 | 15.00 | 5100 |
| | 28' Cattle Guard | | Each | 4 | 5000.00 | 20,000 |
| | Roadside Seeding and Mulching | | Acre | 10 | 600- | 6000 |
| | | | | | | |
| | ~~Contract time 310 CWD~~ | | | | | |
| | ~~ANTICIPATED Items:~~ | | | | | |
| | ~~SLIDES -0-~~ | | | | | |
| | ~~Temp Erosion $1,000~~ | | | | | |
| | ~~Drainage to complete Work -0-~~ | ~~$4,780~~ | | | | |

OREGON STATE HIGHWAY DIVISION
MARY--BID SCHEDULE--COST ESTIM

Sheet 3 of 3
Date
Section Oxbow
County
Kind Of Work
Length
Name

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | STRUCTURES | | | | | |
| | Bridge No 16308 | | | | | |
| | Shoring, Cribbing, Etc. | | All | All | | 10,000 |
| | Structure Excavation | | CuYd | 290 | 10 – | 2900 |
| | Structure Excavation Below Elevations Shown | | CuYd | 30 | 12 – | 360 |
| | Structural Concrete, Class 3300 (95 cy @ $225) | | All | All | | 21,375 |
| | 4'x 30'/35' Prestressed Slabs | | Each | 14 | 1550 | 21,700 |
| | 4'x 50'/55' Prestressed Slabs | | Each | 7 | 2950 | 20,650 |
| | Reinforcement (13,900 lbs @ $0.35) | | All | All | | 4865 |
| | Metal Rail with Tubing | | Lin Ft | 225 | 35 | 7875 |
| | | | | | | |
| | Bridge No. 16309 | | | | | |
| | Bridge Removal Work | | All | All | | 5000 |
| | Shoring, Cribbing, Etc. | | All | All | | 7500 |
| | Structure Excavation | | CuYd | 380 | 10 – | 3800 |
| | Structure Excavation Below Elevations Shown | | CuYd | 40 | 12 – | 480 |
| | Structural Concrete, Class 3300 (95 cy @ $225) | | All | All | | 21375 |
| | 4'x 35'/40' Prestressed Slabs | | Each | 7 | 1700 | 11,900 |
| | Reinforcement (20,500 lbs @ 0.35) | | All | All | | 7175 |
| | Metal Rail with Tubing | | Lin Ft | 63 | 35 | 2205 |

2760

Grant

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78

Donald R Grant

~~8-25-79~~ 6-22-78 Bid Letting ______________ All Clear Deadline

SECTION Oxbow Section
Highway M. Fk. John Day River Road
County Grant Region 5
Type of Work 6-D-Str. Funds 05
State __ Consultant __ Plans Avail. __ Yes __ No

| DOCUMENTS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | Recognized problems covered by permits. |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

| PERMITS: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☐ | ☒ | ☒ | ☒ | ☒ | |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ | Quarry is on USFS Land - No DOGMI Permit Reqd |
| Corps of Engineers | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

| CULTURAL: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

| NOISE: | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8760

May 23, 1978

Grant County Court
Courthouse
Canyon City, OR 97820

Attention: John Liveira
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5459

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Oxbow Section of the Middle Fork, John Day River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

8760

8

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
TECHNICAL SERVICES
MAY 24 '78
REFER TO
FOR

| Info | Invest | R/C | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

May 23, 1978

William Cox, Director
Division of State Lands
1445 State Street
Salem, OR 97310

Dear Mr. Cox:

Re: OSHD Permit No. 220
Oxbow Section
County Road (Middle Fork John Day River Road)
Grant County

We have a copy of Mr. Brent O. Forsberg's May 19, 1978, letter on the above project. Since it contains many items related to the development of the project we have taken the liberty of preparing answers to the questions it raises. On the surface his letter tends to indicate there are many unsolved issues pertaining to this project. Many of the items he mentions, however, were discussed on April 18, 1978, during a plans review of the project and have since been incorporated into our plans and specifications. Attached you will find a copy of a memo reporting on this plans review meeting.

Next you will find our replies to the questions he has raised. They are outlined in the same order as his letter.

1. The project environmental assessment is prepared during the programming stage of the project. It's purpose is to set the level of detail of project development. It is not an environmental impact statement and therefore, does not address the items mentioned.

   A. By "slump hazards" we are assuming he means small "land slides". The fills that are adjacent to the stream will be constructed above high water. They will be constructed under the supervision of a qualified engineer. They will be compacted, seeded and mulched and protected with riprap at bridge sites. We anticipate no problems.

B. We do not anticipate any quantity of spoils from this project. Any excess material will be placed on the high side of the road - away from the river.

C. It will be the responsibility of the contractor to obtain water for his use during construction He must abide by all laws, rules and regulations and obtain whatever is necessary in the way of water rights, permits, etc.

D. Contractor must abide by all special conditions of the Division of State Lands Removal/Fill Permit as well as by any and all laws in relation to the control of water pollution. He will be required to work behind berms to construct the bridge footings. He will not be allowed to let any concrete enter the stream. Control of this and all project work will be the responsibility of our resident engineer and inspector.

E. A different material source is to be offered than was originally planned. The new source is an established United States Forest Service Quarry approximately one mile east of Bates. The Deerhorn campground will not be affected.

2. This is a Grant County project on which we are completing the design, letting the contract and supervising the construction. This type of project, however, is funded with federal funds and must be constructed to established and recognized standards.

3. The County would have to be consulted for details on this. Public input, however, would be a requirement for the use of federal funds.

4. As a result of the recommendation made at the April 18, 1978, plan review we have revised the alignment to eliminate side casting into the river.

Additional concerns - Working Conditions.

1. We will only clear what is needed for the roadway cuts and fills. This will be controlled by our engineer and inspector.

2. Open bottom culverts are now on our plans.

3. This period of time appears in our contract specifications and will be followed.

4. A decision was made at the plan review meeting to eliminate construction of a major portion of the jetty from this contract. We will only construct the first 60 feet from the roadway and the Fish and Wildlife Commission will construct the remainder.

5. This is a standard practice and is included in the project specifications.

6. Refer to #4 prior to "Additional concerns - Working Conditions".

With the design controlled by federal guidelines and the recommendation made by local officials at the plans review (Judge Cole, Commissioners Hansen and Maple, Fish Biologist Claire and U.S. Forest Service representative Walker) we feel the project is properly planned and designed. We ask your approval of the previously requested Removal/Fill permit so the project may proceed on schedule. Attached is a set of plans for your information.

Very truly yours,

J. H. Versteeg
Engineering
By:

Donald L. Trout

Donald L. Trout
Office Engineer

DLT:ab
cc: E. S. Hunter
W. E. Schwartz
Mr. Jim Lauman, Dept. of Fish and Wildlife
Gary Potter

ROBERT W. STRAUB
GOVERNOR

*Department of Fish and Wildlife*
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

May 19, 1978

RECEIVED
MAY 22 1978
DIVISION OF STATE LANDS

William Cox, Director
Division of State Lands
1445 State St.
Salem, Oregon 97310

Re: OSHD Job #220 Oxbow Sec.
RF 2864

Dear Mr. Cox:

The Oregon Department of Fish and Wildlife has completed its review of the referenced project to improve the Middle Fork John Day River road.

The Middle Fork John Day River is an extremely valuable native spring chinook, native steelhead, and trout stream in the John Day Basin.

Spring chinook salmon spawning ground counts have averaged 6 to 7 redds per mile over the last ten years in the section of river affected by the road project. To protect these values, we have coordinated with the county and state highway department on this road project, however, the following concerns remain unresolved and should be answered.

1) The Project Environmental Assessment is incomplete and does not adequately address all of the issues:

    A) Potential slump hazards which might be created by the project.

    B) Where will spoils created by the project be deposited.

    C) What are the plans for acquisition of road water during the project?

    D) Where will excess water be pumped during construction of bridge footings? Care must be taken to keep concrete out of the river.

    E) No adverse effects on scenic and recreational values along the Middle Fork John Day River were mentioned despite plans for a large gravel pit adjacent to the Deerhorn campground.

2) Adequate data is not available to accurately assess the need for the high standard road planned on the Middle Fork. More study and input is needed to determine if a road of this standard is required.

3) No public input has been solicitied on this road project.

4) Due to the proximity of the road to the river in one segment, we are concerned that some side casting may occur into the river.

In addition to the previous concerns listed, the following working conditions must be followed when road reconstruction is initiated on the Middle Fork.

1) ALL riparian vegetation along the stream corridor must remain intact.

2) Open bottom culverts must be installed on Ruby Creek and Butte Creek to insure steelhead passage.

3) The period for instream work will be from July 15 to September 1.

4) Jetty placements above the upper bridge will be coordinared with the Oregon Department of Fish and Wildlife.

5) All road cut banks and fills must be mulched and seeded to prevent excessive erosion.

6) No side cast of material will be allowed in the river.

Our Department realizes the Highway Division has a short time frame to initiate the project, but feel the environmental impacts and project justification could have been more complete. With adequate public input and coordination, it may have been demonstrated a lesser project would meet the area needs.

If we could explain further please call.

Sincerely,

Brent O. Forsberg
BRENT O. FORSBERG
Staff Biologist

BOF:mw

1 Versteeg ✓
copy Christensen
George
Olson
Turpin
copy Sullivan
1 Scott
Savage

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5-12-78

| OXBOW SECTION<br>COUNTY ROAD(MIDDLE FK. JOHN DAY R. RD.)<br>GRANT COUNTY | | | | SHEET No.<br>1 |
|---|---|---|---|---|
| FED ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

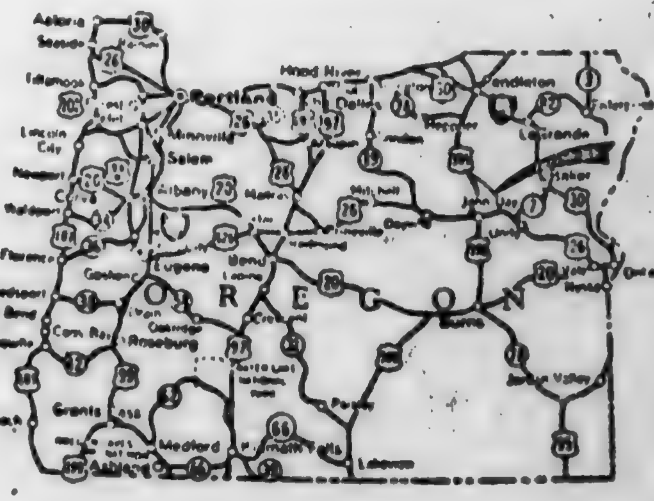
O S.

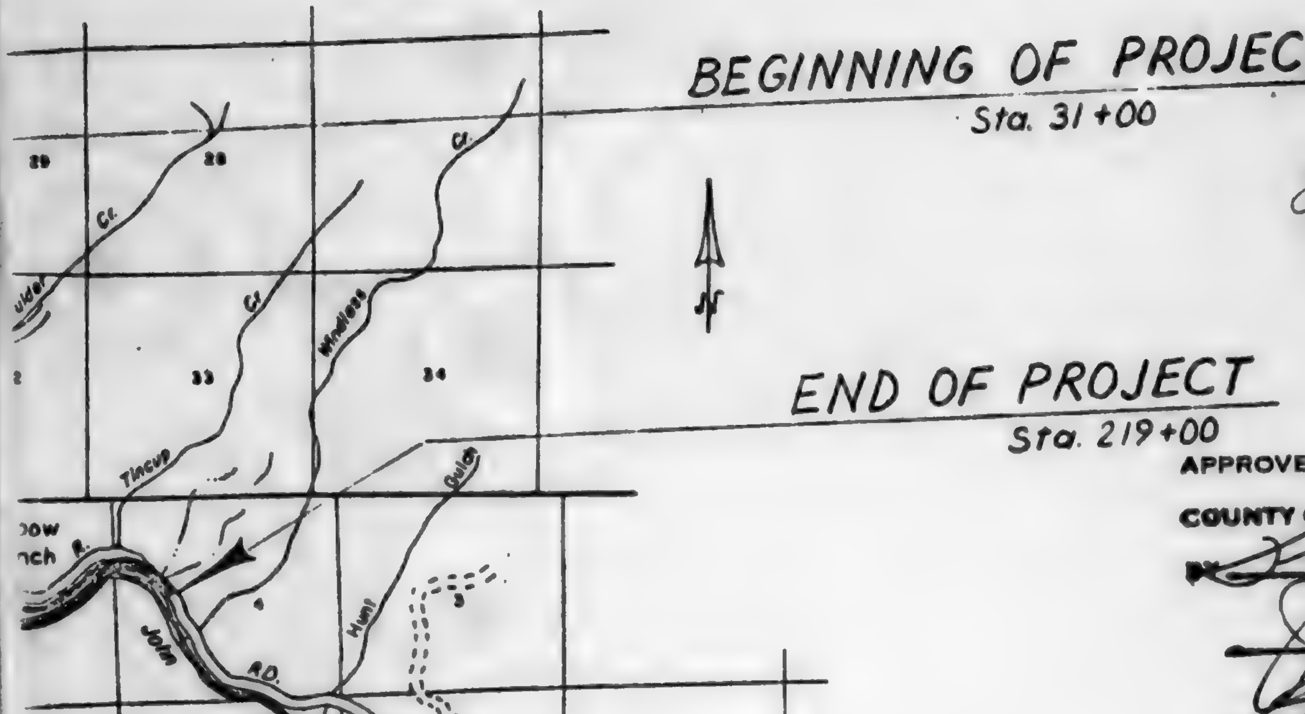
F OREGON

WAY DIVISION

OPOSED PROJECT

# SECTION
## FK. JOHN DAY R. RD.)
## COUNTY




BEGINNING OF PROJECT
Sta. 31+00
END OF PROJECT
Sta. 219+00
29
28
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Windless
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Oxbow Ranch
John
Day
River
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3
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11
To Austin Jct. 5 Miles (John Day Hwy.)

h Map

1 2 Miles

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA MAY 15 1978 ☐

RECEIVED
REGION 5 OFFICE

APPROVED May 12 1978

COUNTY COURT OF Grant COUNTY

Francis R. Cole
COUNTY JUDGE

Irvin Maple
COUNTY COMMISSIONER

COUNTY COMMISSIONER

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter TECHNICAL SERVICES ENGINEER

OREGON TRANSPORTATION COMMISSION

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Michael P. Hollern | VICE CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

# 760

STATE OF OREGON 1859

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 11, 1978

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 12 1978
TAA HAL File: PM FA LG OP

The Honorable Francis F. R. Cole
Grant County Judge
County Courthouse
Canyon City, Oregon 97820

Dear Judge Cole:

RE: Approval of Plans
Oxbow Section
Middle Fork John Day River Road

Enclosed are two copies of preliminary plans dated May 9, 1978 concerning the Oxbow Section.

The plans have been revised to reflect the changes discussed during the "plans in hand review" conducted by the Highway Division in company with representatives of the County Court, Oregon Department of Fish and Wildlife and the Malheur National Forest. The plans do not show a prospective material source; however, we are developing plans to use a source near Bates (under a use permit between the Forest Service and Highway Division), which we will show in the final plans.

Please examine the plans carefully and if found to be acceptable, sign in the space provided and return one copy to me.

Our present bid schedule calls for bids on July 27, 1978. Your early attention will assure us of meeting this date.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosures

cc: Hal Versteeg
Gerald Wimer
W. C. Ferguson

Form 81-734-3122

8760

Grant

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 26, 1978

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Oxbow Section
Middle Fork John Day River Rd.
Grant County

TO: MEMO TO THE FILES

A plans review was held with Grant County, U.S. Forest Service, and Fish and Wildlife Commission in John Day on Wednesday, April 18, 1978.

## TRAFFIC CONTROL

The County will maintain the road on the north side of the John Day River as a detour, including necessary signing along the detour.

State will sign each end of the construction, road closed to through traffic, designate detour route, place barricades, etc. The new construction is on the south side of the river.

## EROSION CONTROL

Construction in John Day River, limited to between July 1 and September 1.

Temporary erosion control measures using dikes, culverts to be added to the plans.

Measures to keep fresh concrete from entering streams to be required.

Seeding and mulching will be included in the plans. The Forest Service furnished a mixture that they use for this area which has been submitted to Tom Savage of Landscape for his information.

## RUBY AND BUTTE CREEKS

Delete culverts with fish baffles and install half round bottomless pipe, requested by the County. County and Forest Service furnished copies of proposed design. Dick Lenz, Hydraulics Section, will determine the size required.

## FOREST SERVICE

Approxiamtely 40,000 board feet of logs are to be stockpiled on Forest Service land and are to be cold deck at locations shown on the plans. Following are log sizes by species.

REFERRED TO

1116B

BY FINAL DESIGN ENGINEER

Pine - length 32' with 12" trim, decrease by multiples of 2' to 20' length; length 20' to 8' use 6" trim.

Douglas Fir and Other - length 34' with 12" trim, decrease by multiples of 4' to 22'. Length 17' to 9' with 6" trim.

Timber on Lufkin property to become the property of the contractor, approximately 40,000 board feet.

U.S. Forest Service and Lufkin property are shown on plans.

## MATERIAL SOURCE

The right-of-way has not been acquired for this location. The Forest Service is preparing a special use permit and will be available by April 26.

The plant set-up, stockpile and overburden will be within the future roadbed section, as shown on the plans. County owned property, adjacent to Beaver Creek Structure, may be used as an alternate stockpile site for surfacing aggregates.

Vern Moore is to obtain samples for testing from the prospective material source.

A contractor may be able to obtain aggregates from previous dredgings owned by Mr. Lufkin.

## TYPICAL SECTIONS

Add serrated slopes in excavations on 2:1 and steeper slopes except in rock.

A selected rock embankment to be placed under the roadway is disposal area.

Use aggregate subbase material in place of the selected subgrade material.

Fiber filter cloth to be used at locations of perforated drain pipes.

Move turn out, right of sta. 182 to sta. 184 to sta. 192 to sta. 194.

Sheet 2A, revise pipe installation detail to be furnished by Hydraulics. Delete Fish Baffle details.

Sheet 2B, delete riprap slope protection, sta. 180+00 to 190+00 and 192+50 to 195+50, left side. Riprap is not required at these locations because roadway is at surface of existing ground and the county does not wish to disturb the existing vegetation.

PLANS

Guardrail will not be required except at the bridge ends. The County will install any other guardrail as required.

The County approves the use of Type 1 fence and metal cattle guards.

The structure at Beaver Creek, left of sta. 77+ to be left in place. This structure and section of road to be deeded to Lufkin upon completion of the project.

Construct a private acces, left of sta. 33+50 to north road.

Sheet 14, revise the 5° curve, sta. 180+ to 187+. This will move the roadway away from the river and eliminate the riprap.

Sheet 16, reduce the length of dike, right of sta. 202+50 from 300 feet to 60 feet from roadway. The Fish Commission and Forest Service will construct groins or other stream protection the rest of the way.

Some staging of traffic will be required, sta. 210 to 219, because of proposed grade change.

LKW:ab
cc: W. E. Schwartz, w/copies for Judge Francis F. R. Cole; Commissioners George Hansen and Jim Maple; Errol Claire, Fish Biologist; Jim Walker, U.S. Forest Service
Dave Carter, FHWA
Carl Williams
Jack Sullivan
Dick Lenz
Wm. Ferguson
Tom Savage
Roger Lang

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
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**STATE OF OREGON** **INTEROFFICE MEMO** Grant

*Region 5 Office*
*HIGHWAY DIVISION*

**TO:** THE FILES **DATE:** April 24, 1978

**FROM:** R. C. Lang
Region 5 Federal Aid Engineer

R C Lang

[illegible]
John - file copy
O.b.

**SUBJECT:** Oxbow Section
Middle Fk. John Day River Road
Grant County
Project No. OS-1200(1)

During the plans in hand review of the Oxbow Section, the County identified they would perform the normal required maintenance on the "north side" road during construction of the project outside of the contractor's work area. Also, the County will erect any signs necessary for traffic control from Beaver Creek to Tin Cup Creek on this road.

The contractor shall take the necessary steps to accommodate traffic through his work areas so that traffic may use the route shown in red on the attached exhibit "A".

The contractor shall erect all necessary construction signs, barricades, etc., to show the "south side" road is closed to through traffic from Beaver Creek to Tin Cup Creek.

RCL:sh

cc Thom Ledgerwood w/attach
Lyle Watson "
W. C. Ferguson "
Lang file "

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BY FINAL DESIGN ENGINEER

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3 Sullivan JWS
Scott
Savage

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ETS
affle Details
ls & Summary

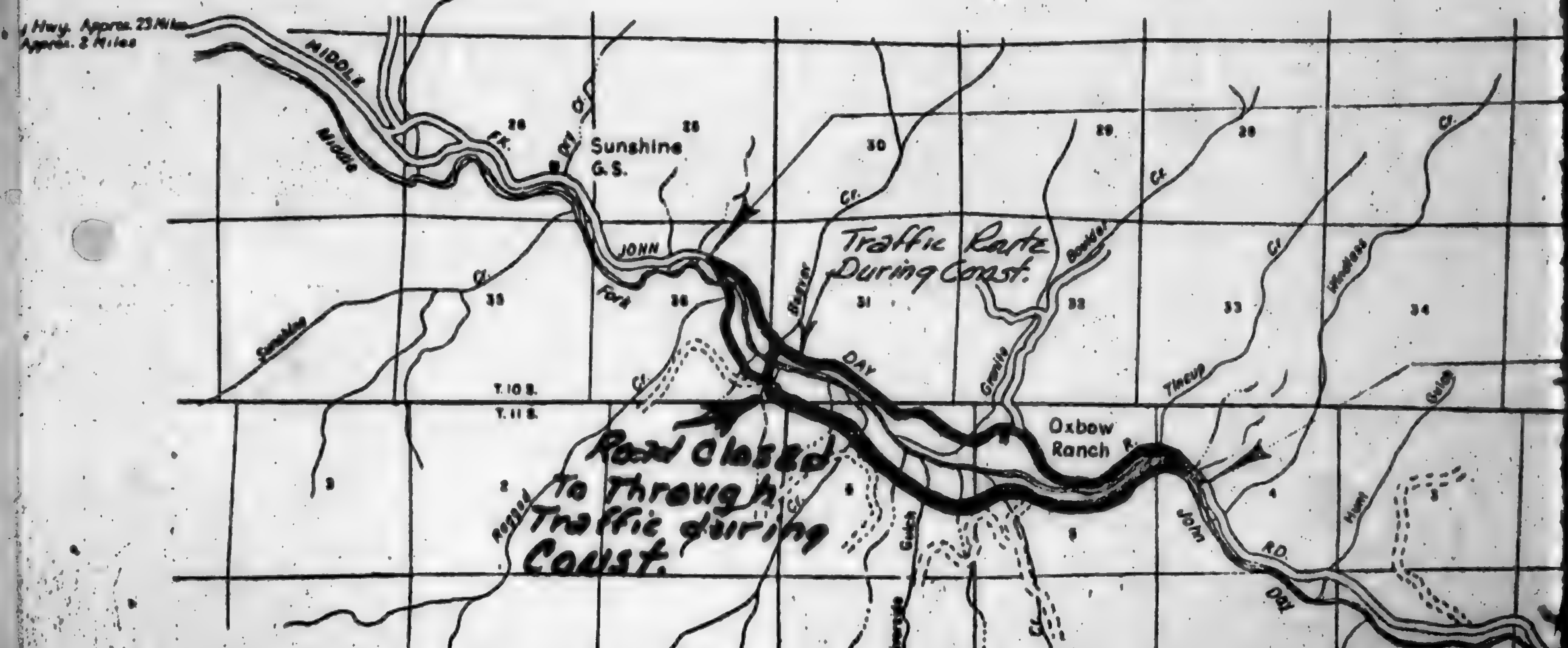
Watson

ection Of Traffic
s.

Exhibit "A"

STATE OF OREGON
# STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

# OXBOW SECTION
## COUNTY ROAD (MIDDLE FK. JOHN DAY R. RD.
## GRANT COUNTY


Hwy. Approx. 23 Miles
Approx. 8 Miles
MIDDLE
Middle
FK.
Sunshine
G.S.
JOHN
Fork
DAY
John
Day
RD.
River
Oxbow
Ranch
Sunshine
Cr.
Beaver
Granite
Boulder
Tincup
Windlass
Ruby
Cr.
Gulch
T.10 S.
T.11 S.
26
25
30
29
28
35
36
31
32
33
34
3
2
1
6
5
4
11
12
7
8
9
10
Traffic Route During Const.
Road Closed To Through Traffic during Const.

| OXBOW SECTION<br>COUNTY ROAD (MIDDLE FK. JOHN DAY R. RD.)<br>GRANT COUNTY | | | | SHEET No. |
|---|---|---|---|---|
| | | | | 1 |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | | | See Index |

O.S.

REGON

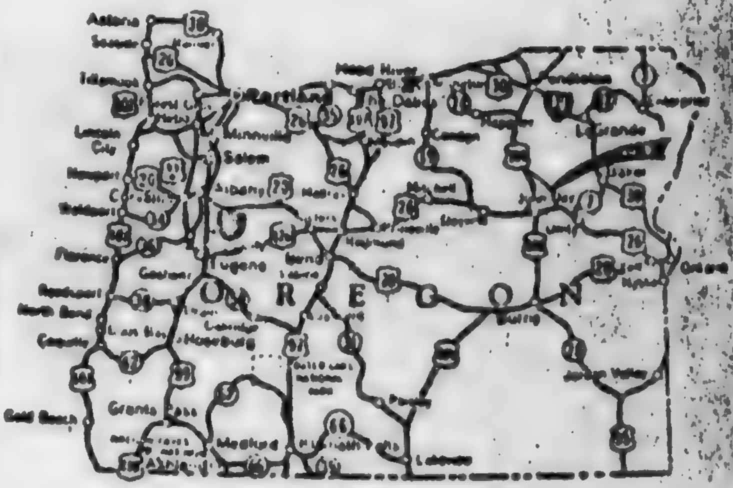
AY DIVISION

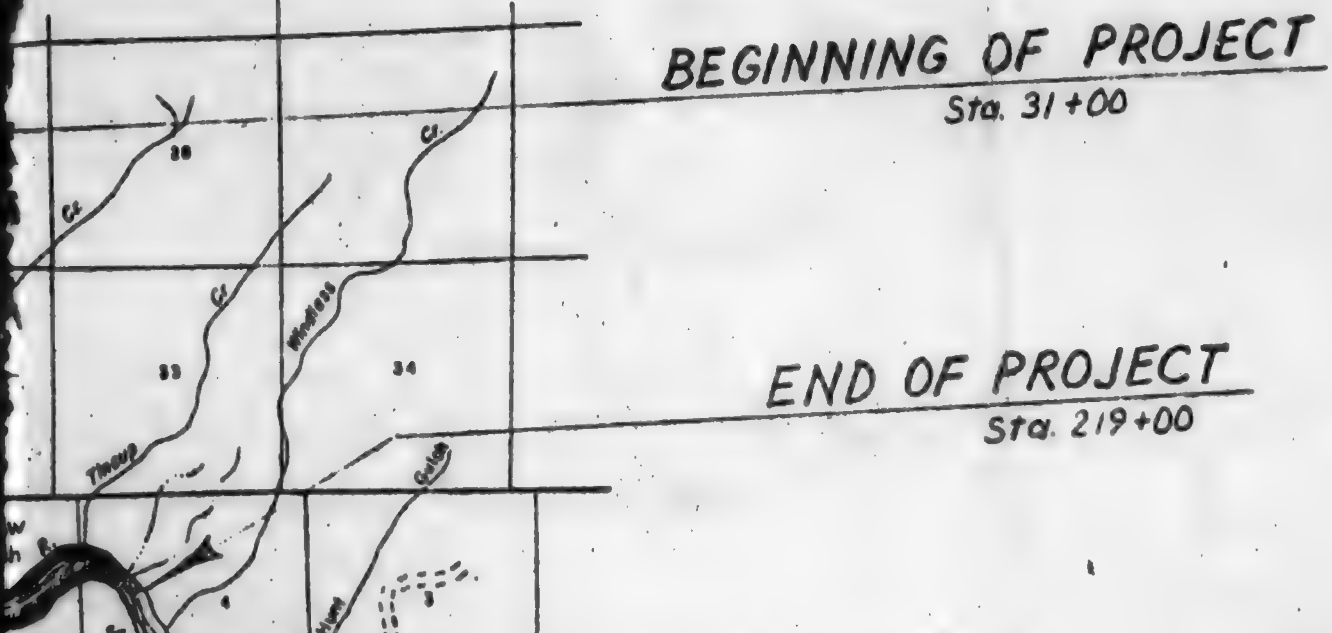
OSED PROJECT

# ECTION

## K. JOHN DAY R. RD.)

## UNTY


Astoria
Portland
Salem
Albany
Eugene
Roseburg
Grants Pass
Medford
Bend
Burns
La Grande
Pendleton
O R E G O N


BEGINNING OF PROJECT
Sta. 31+00
END OF PROJECT
Sta. 219+00
Prospective Material Source
Cr.
Cr.
Cr.
Thorp
Gulch
Hunt
John Day R.D.
River
28
33
34
4
3
10
11

8760

Grant

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 4, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Oxbow Section
Middle Fk. John Day River Road
Grant County

TO: W. E. Schwartz
Region 5 Engineer

☐ RE ☐ RCE ☐ RME ☐ ROE

Attention: Roger Lang cy ☒ RFA ☐

APR 10 1978
RECEIVED
REGION 5 OFFICE

Herewith two preliminary copies of the Quantity Summary and Cost Estimate for the subject project.

These are being submitted to you at your request for review with Grant County.

**APPROVED BY**

COUNTY OF Grant

See modification Francis D R Cole
JUDGE ~~OR CHAIRMAN~~

Jim Maple
COMMISSIONER

Geo Hansen
COMMISSIONER

DATE ________

DOC:ab
cc: L. K. Watson

cy Ferguson
Grant Co. ✓

Judge Cole

If the Court wishes to proceed on the basis of the preliminary cost estimate, please give me your approval in the space provided.

Roger

# OREGON STATE HIGHWAY DIVISION
# QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Oxbow
Highway Middle Fork Rd. County Grant
Length 3.56 Miles Designer Miller
Signed prices by Sanford Title
Prefix
Date 4-3-78

| | | |
|---|---|---|
| Grading & Drainage } Total | | $ |
| Surfacing | | $ $ 411,000 |
| Extra Work | | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| TOTAL EXTRA WORK | | $ |
| TOTAL . . . . . . . . . . . . . . . . . . . . . . . . | | $ $ 411,000 |
| + 20% Engineering and Contingencies | | $ 82,200 |
| Structures | | |
| Bridge # 16308 | $ 106,000 | |
| Bridge # 16309 | $ 59,000 | |
| Remove Extra | $ | |
| (2) Bridges | $ 10,000 | ? |
| TOTAL STRUCTURES | 1 BRIDGE ONLY JJRC | $ 175,000 |
| Right of Way | | $ — |
| TOTAL ESTIMATED COST . . . . . . . . . . . . . . . . . . . | | $ 668,200 |

PRELIMINARY COPY
APR 3 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 4-3-78

Section Oxbow
County Grant
Kind Of Work Grading & Surfacing
Length 3.56
Name Miller

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | Mobilization 8% | | All | All | | $ 30,546 |
| | Temp. Protection of Traffic | | All | All | | 2,000 |
| | Temp. Signs | | | | | 1200 |
| | Temp. Barricades | | All | All | | 400 |
| | Flagging | | All | All | | 1800 |
| | Clearing & Grubbing | | All | All | | 8,000 |
| | Ditch Excavation | | C.Y. | 26 | $5^{00}$ | 130 |
| | General Excavation | | C.Y. | 68,120 | $1^{00}$ | 68,120 |
| | Overhaul | | C-Yd Sta. | 8,530 | $0^{40}$ | 3,412 |
| | Trench Excavation | | C.Y. | 858 | $8^{00}$ | 6864 |
| | Selected Subgrade Mat'l | | C.Y. | 3,650 | $1^{50}$ | 5,475 |
| | Finish Roadbed & Slopes | | All | All | | 5,500 |
| | Watering | | M-Gal | 1000 | $8^{00}$ | 8,000 |
| | 3/4"-0 Leveling Course | | Ton | 6745 | $5^{75}$ | 38,784 |
| | 2"-0 Crusher Run Subbase | | Ton | 36,540 | $3^{50}$ | 127,890 |
| | 6" Drain Pipe | | L.F. | 70 | $7^{00}$ | 490 |
| | 12" Drain Pipe | | L.F. | 396 | $9^{00}$ | 3564 |
| | 18" Culvert Pipe | | L.F. | 744 | $14^{00}$ | 10,416 |
| | 24" Culvert Pipe | | L.F. | 64 | $21^{00}$ | 1,344 |
| | 30" Culvert Pipe | | L.F. | 104 | $30^{00}$ | 3,120 |
| | 36" Culvert Pipe | | L.F. | 110 | $33^{00}$ | 3,630 |
| | 54" Culvert Pipe | | LF | 66 | $50^{00}$ | 3,300 |
| | 54" Culvert Pipe Arch | | L.F | 20 | $50^{00}$ | 1,000 |
| | 66" Culv. Pipe Arch (w/Baffles) | | L.F. | 60 | $65^{00}$ | 3,900 |

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date 4-3-78

Section Oxbow

County

Kind Of Work Grading and Surfacing

Length 3.56

Name Miller

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| | 72" Culv. Pipe (w/Baffles) | | L.F. | 76 | $75^{00}$ | $5,700 |
| | Special Filter Mat'l | | C.Y. | 57 | $20^{00}$ | 1140 |
| | Guardrail Type 2A | | L.F. | 300 | $10^{00}$ | 3000 |
| | Guardrail Type 3 | | L.F. | 200 | $20^{00}$ | 4000 |
| | Guardrail Anchors Type 1 | | Each | 8 | 300 | 2400 |
| | Guardrail End Pieces Type C | | Each | 8 | $110^{00}$ | 880 |
| | Riprap (Class 2000) | | C.Y. | 585 | $15^{00}$ | 8775 |
| | Riprap (class 700) | | C.Y | 1,780 | $12^{00}$ | 21,360 |
| | Filter Blanket | | C.Y. | 300 | $15^{00}$ | 4500 |
| | Cattle Guard 28' | | Each | 4 | $5000^{00}$ | 20,000 |
| | Fence Type 1-5W | | L.F. | 120 | $3^{00}$ | 360 |
| | | | | | | $ 411,000 |

TOTAL TO DATE JOB COST SUMMARY MARCH 1978 PAGE

| DESCRIPTION OF JOB OR DEPARTMENT | PREFIX | | FUNCTION | | GR | CURRENT MONTH | | FISCAL YEAR TO DATE | | GRAND TO D |
|---|---|---|---|---|---|---|---|---|---|---|
| | 212 | 1903 | 298 | 00 | N 9 | | | 204.80 | | |
| | 212 | 1903 | 901 | 00 | P 1 | | | | | |
| | 212 | 1903 | 903 | 00 | P 1 | | | | | |
| | 212 | 1903 | 905 | 00 | P 1 | | | | | 2 |
| | 212 | 1903 | 911 | 00 | P 1 | | | | | |
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| | | | ** JOB TOTALS ** | | | | ** | | ** | |
| OXBOW SECT MIDDLE FK JOHN DAY CONT NO FA PROJ NOS OS 200001 100 | | | | | | | | | | |
| | 212 | 1997 | 296 | 00 | N 9 | | | | | 19,0 |
| | 212 | 1997 | 297 | 00 | N 9 | | | | | 3,0 |
| X | 212 | 1997 | 298 | 00 | N 9 | | | | | 16,0 |
| | 212 | 1997 | 901 | 00 | P 1 | | | | | |
| | 212 | 1997 | 903 | 00 | P 1 | | | | | |
| | 212 | 1997 | 904 | 00 | P 1 | | | 1,100.00 | | 15,2 |
| | 212 | 1997 | 905 | 00 | P 1 | 1,771.44 | | 1,771.44 | | 2,3 |
| | 212 | 1997 | 906 | 00 | P 1 | 337.26 | | 1,464.67 | | 6,5 |
| | 212 | 1997 | 907 | 00 | P 1 | | | | | 1 |
| | 212 | 1997 | 910 | 00 | P 1 | | | | | |
| | 212 | 1997 | 918 | 00 | P 1 | 48.00 | | 67.03 | | 4, |
| | 212 | 1997 | 923 | 00 | P 1 | | | | | |
| | 212 | 1997 | 926 | 00 | P 1 | | | | | 2, |
| | | | TOT | P1 | | 2,156.70 | | 4,603.14 | | 33,0 |
| | | | ** JOB TOTALS ** | | | 2,156.70 | ** | 4,603.14 | ** | 33, |
| VENATOR RRXING COUNTY RD CONT NO FA PROJ NOS SRS 00S067 100 | | | | | | | | | | |
| | 213 | 1987 | 296 | 00 | N 9 | | | 111.31CR | | 2, |
| | 213 | 1987 | 298 | 00 | N 9 | | | 111.31 | | 2, |
| | 213 | 1987 | 901 | 00 | P 1 | | | 37.27 | | 2, |
| | 213 | 1987 | 905 | 00 | P 1 | | | | | |
| | 213 | 1987 | 906 | 00 | P 1 | | | | | |
| | 213 | 1987 | 914 | 00 | P 1 | | | | | |
| | 213 | 1987 | 915 | 00 | P 1 | | | 77.00 | | |
| | 213 | 1987 | 917 | 00 | P 1 | | | 16.00 | | |
| | 213 | 1987 | 918 | 00 | P 1 | | | | | |
| | | | TOT | P1 | | | | 130.27 | | 2, |
| | | | ** JOB TOTALS ** | | | | ** | 130.27 | ** | 2, |
| HAMMOND RNCH-NORTH LOOP CO RD CONT NO * FA PROJ NOS SRS 00S090 100 | | | | | | | | | | |
| | 213 | 1988 | 296 | 00 | N 9 | | | 83.60CR | | 1, |
| | 213 | 1988 | 298 | 00 | N 9 | | | 83.60 | | 1, |
| | 213 | 1988 | 901 | 00 | P 1 | | | | | 1, |
| | 213 | 1988 | 905 | 00 | P 1 | | | | | |
| | 213 | 1988 | 914 | 00 | P 1 | | | | | |
| | 213 | 1988 | 915 | 00 | P 1 | | | 96.00 | | |
| | | | TOT | P1 | | | | 96.00 | | 1, |
| | | | ** JOB TOTALS ** | | | | ** | 96.00 | ** | 1, |

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                                                                FISCAL            GRAND TOTAL
      PREFIX          FUNCTION    GR   CURRENT MONTH       YEAR TO DATE            TO DATE
   212     1903         298        00 N 9                         204.80           3[illegible].80
   212     1903         901        00 P 1                                            52.75
   212     1903         903        00 P 1                                             6.49
   212     1903         905        00 P 1                                           269.70
   212     1903         911        00 P 1                                            10.73
                        TOT           P1                                            338.67
                     ** JOB TOTALS **                  **                  **       338.67  **

                                                                                     00       STATE
 CONT NO           FA PROJ NOS OS  200001 100
   212     1997         296        00 N 9                                        19,053.00CR
   212     1997         297        00 N 9                                         3,028.00
   212     1997         298        00 N 9                                        16,0[illegible].[illegible]
   212     1997         901        00 P 1                                           686.32
   212     1997         903        00 P 1                                           156.54
   212     1997         904        00 P 1                         1,100.00       15,946.00
   212     1997         905        00 P 1          1,771.44       1,771.44        2,314.90
   212     1997         906        00 P 1            337.26       1,464.67        6,511.27
   212     1997         907        00 P 1                                             2.63
   212     1997         910        00 P 1                                           167.28
   212     1997         918        00 P 1             48.00          67.03        4,273.26
   212     1997         923        00 P 1                                           111.02
   212     1997         926        00 P 1                                         2,944.12
                        TOT           P1           2,156.70       4,603.14       33,013.34
                     ** JOB TOTALS **              2,156.70  **   4,603.14  **   33,013.34  **

                                                                                     00       STATE
 CONT NO           FA PROJ NOS SRS 00S067 100
   213     1987         296        00 N 9                           111.31CR      2,665.74CR
   213     1987         298        00 N 9                           111.31        2,665.74
   213     1987         901        00 P 1                            37.27        2,477.93
   213     1987         905        00 P 1                                            82.78
   213     1987         906        00 P 1                                             1.14
   213     1987         914        00 P 1                                             4.20
   213     1987         915        00 P 1                            77.00           77.00
   213     1987         917        00 P 1                            16.00           16.00
   213     1987         918        00 P 1                                           302.83
                        TOT           P1                            130.27        2,961.93
                     ** JOB TOTALS **                  **           130.27  **    2,961.93  **

                                                                                     00       STATE
 CONT NO         * FA PROJ NOS SRS 00S090 100
   213     1988         296        00 N 9                            83.60CR      1,559.53CR
   213     1988         298        00 N 9                            83.60        1,559.53
   213     1988         901        00 P 1                                         1,473.39
   213     1988         905        00 P 1                                            63.03
   213     1988         914        00 P 1                                           100.39
   213     1988         915        00 P 1                            96.00           96.00
                        TOT           P1                             96.00        1,732.81
                     ** JOB TOTALS **                  **            96.00  **    1,732.81  **
```

X

3-78

8760

8760

Grant

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
March 20, 1978

FROM: Roger Lang
Roger Lang
Region Federal Aid Specialist

TO: Memo to the Files

SUBJECT: Fish Migration
Oxbow Section
Middle Fork John Day River Road
Grant County

On March 9, 1978, Thom Ledgerwood and I met with Mr. Errol Claire, Fish Biologist, Department of Fish and Wildlife, to discuss stream crossing requirements for the Oxbow Section. It is apparent the drainage has been overdesigned.

A complete discussion of the stream crossings indicated that only Ruby Creek (Station 103+57) and Butte Creek (Station 154+80) are class one streams, which will require features for fish migration. Also, Mr. Claire indicated there was no need for the rock and boulders to be placed in the culverts if they are properly installed and conform to standards identified in the booklet entitled "Salmonoid Passage at Stream Road Crossings" dated 1976.

Mr. Claire is concerned about possible erosion problems at Ragged Creek (42+76) and requested our installation to be installed in a manner that will not accelerate the water flow causing down-stream scour.

In view of the above statements, I advised Lyle Watson and Jerry Miller to re-evaluate the culvert crossings for the entire project.

RCL/dlm

cc: Thom Ledgerwood, Roadmaster
Errol Claire
Lyle Watson
W. C. Ferguson

**REFERRED TO**

___ Beard ___ Dorn ___
___ Cole ___ Sample ___
___ Eriksen ___ / Watson ___
___ Hager ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

___ Versteeg ___
/ Christensen ___
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Savage ___

RECEIVED
MAR 21 1978
ENGINEERING SECTION

Jn copy
Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

8760

**STATE OF ORE** **INTER CE MEMO**

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: March 13, 1978

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:

Middle Fork John Day River Bridges
Oxbow Section
Middle Fork John Day River Hwy.
Grant County
Bridges 16308 and 16309

Enclosed are two reduced prints of drawings 33300 through 33305 which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure. The estimated cost, including an allowance for engineering and contingencies, is $96,000 for Bridge 16308 and $60,000 for Bridge 16309.

It is planned to call for bids on this section on May 25, 1978.

These prints are sent to you for a field review. Please return one set by April 1, 1978 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc T. Ledgerwood, Grant Co. Roadmaster /w/ 2
H. A. Schell /w/ 2 + 2 copies Foundation Recom.
Specs Unit /w/ 1 + estimate sheet (unchecked) and designers' notes
Construction /w/ 1
Utility Unit /w/ 1
County-City Unit
Final Design /w/ 1

PROJECT MANAGEMENT
PME ☐
LGE ☒
CCE ☐
FAE ☐
OM ☐
OPE ☐
MAR 14 1978
M
TAA
File: PM FA
LG OP

81-123-1387

8760

# GRANT COUNTY ROAD DEPARTMENT

CANYON CITY, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA FEB 28 1978 ☐
**RECEIVED**
**REGION 5 OFFICE**

February 24, 1978

Oregon State Highway Division

P.O. Box 850

La Grande, Oregon 97850

RE: Oxbow Section
Middle Fork John DAy River Rd.
OS-1201 (1)

Concerning the matter of a public hearing for the subject project,

GRANT COUNTY stipulates the following:

1. The environmental assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is not need for a study report.
4. The County has explained the project to the property owners; no one objected to the project or the required right of way; and no one requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does not request location and design approval from the State.

Francis R. Cole
County Judge

mb

Cy Project Management ✓
J.B. Boyd
Harold Brauner
Region V R/W

PROJECT MANAGEME
PME ☐ CCE ☐ CM ☐
LGE [✓ ☐] FAE [✓ ☐] OPE ☐
MAR 3 1978
Reynoldson
File: PM FA
LG OP
TAA ______

8760

FORM 87-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 27, 1978

FROM: W. E. Schwartz
Region Engineer

TO: D. H. Moehring, Manager
Project Management Section

SALEM

SUBJECT: Oxbow Section
Middle Fork, John Day
River Road
Grant County

Submitted herewith are two letters from Grant County Court. One is a letter-type agreement between Grant County and Oregon East Engineering, Inc. which terminates the contract for engineering serices on subject project. The second letter requests the Highway Division to assume the responsibility for all further engineering services required for the project.

At this point, we believe all preliminary engineering to be performed by the consultant has been completed. His plans are complete and all location data has been submitted to our location section. The final billing for preliminary engineering has been submitted to our Accounting Section for payment.

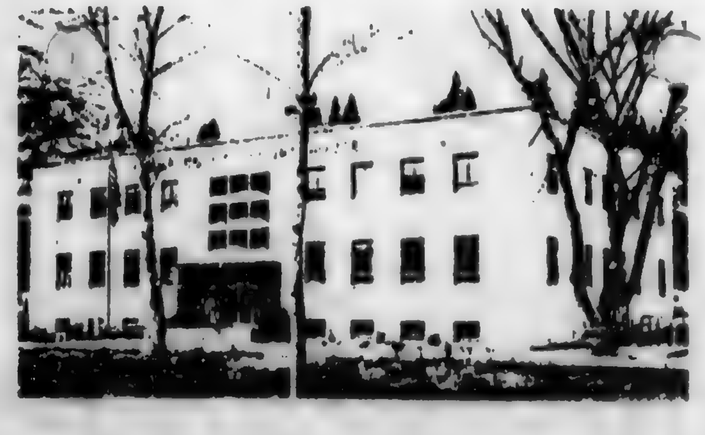
Please take whatever steps are necessary for us to pick up this project and carry it through construction. The project is on our letting schedule for May 25, 1978. The County is desirous of meeting that date if at all possible.

WES:sh
Attachments

cc Judge Cole
Hal Versteeg w/attach
Frank Terpin "
C.C. Dick Hacek
D.E. Swan

12/16/78
Agreement draft to typist.
MCH

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
JAN 30 1978
TAA Holmes ✓ File: PM FA
LG OP



GRANT COUNTY
CANYON CITY, OREGON

☒ RE ☐ RCE ☐ RME ☒ ROE
☐ RFA JAN 27 1978 ☐
RECEIVED
REGION 5 OFFICE

January 1978

Oregon State Highway Division
W.E. Schwartz, Reg. Engineer
P.O. Box 850
LaGrande, OR 97850

RE: Oxbow Section Middle Fork Engineering Contract

Dear Mr. Schwartz:

By mutual agreement, as indicated by the signators, we the principals desire to terminate the above-referenced engineering contract. Specifically, we refer to the contract between Oregon East Engineering, Inc., and Grant County, Oregon, and signed July 24, 1975.

We further agree and authorize the Highway Division to pay the present balance of $1,100.00 (One Thousand One Hundred Dollars) to Oregon East Engineering as full and complete compensation. We further agree that the Highway Division be given the discretion of payment, when transfer of all pertinent engineering data has been delivered to the Highway Division.

OREGON EAST ENGINEERING, INC.

By ______________
President

GRANT COUNTY, OREGON

By ______________
County Judge

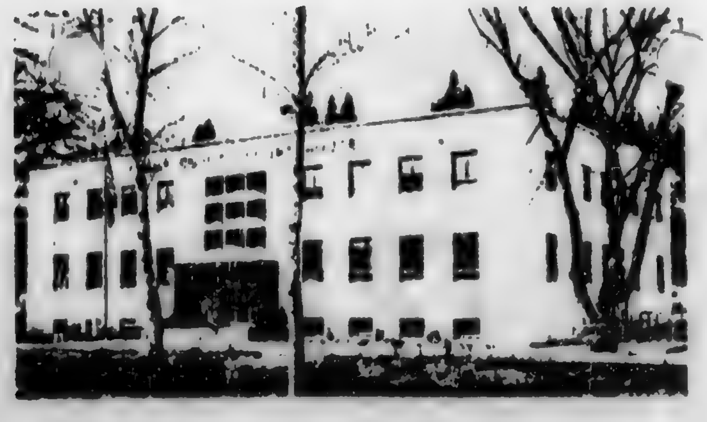
Approved as to form:

By Jim Maple
Commissioner

By Geo. Hansen
Commissioner

______________
Grant County District Attorney

c.c. Dick Hacek
D.E. Swan



GRANT COUNTY
CANYON CITY, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA JAN 27 1978 ☐
RECEIVED
REGION 5 OFFICE

Jan. 24, 1978

W. E. Schwartz, Res. Engineer
Oregon State Highway Div.
P. O. Box 850
La Grande, Or. 97850

RE: Oxbow Middle Fork Project.

Dear Mr. Schwartz:

The County Court is desirous of turning over to Highway Engineers the balance of work that remains on the Oxbow project.

We have discussed this proposal with Roger Lang and it seems our best option, since your division is involved already on the structure portion of the project.

We hope this approach is acceptable.

Sincerely,

Francis F R. Cole
Francis F. R. Cole
County Judge

FFRC:cda
Copy- Grant Co.
Road Dept.

C.C. Dick Hacek
D.E. Swan

8760

# GRANT COUNTY ROAD DEPARTMENT
CANYON CITY, OREGON

Dec. 27, 1977

☐ RE ☐ RCE ☐ RBE ☐ RME ☒
☐ ROE DEC 2 8 1977
☐ RDE RECEIVED REGIONAL OFFICE ☐

Roger C. Lang

Dept of Transportation

La Grande, Oregon

Re: Oxbow Sec. Middle Fork, John Day
Grant County OS 1200 (1)

Dear Roger;

The proposed Dyke at station 202 of the Oxbow Section of the Middle Fork Road is now above the high water mark. There is no problem except at times of ice buildup at the bridge, causing an overflow down the southside and over the road.

It is anticipated a longer and wider bridge and raising the elevation of the road will eleminate the problem of ice buildup. ✓

I have been advised by the Engineer that there will be less than 200 yards of rip-rap below the high water mark at station 183.

Yours very truly,

Thom Ledgerwood

Thom Ledgerwood,
County Roadmaster

PROJECT MANAGEMENT
PME ☒ CCE ☒ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 5 1978
M
File: PM FA
LG OP
TAA ______

Roy Schram, Corps of Engrs

Frank Turpin

Gerald Wimmer

Doug Ferguson

1-3-78
RCF

8760

C.C. D.E. Swan
C.T. Keasey
Jim Chidsey
Roger Lang

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

10-19-77

Attention: Right-of-Way Section

Subject: Federal Aid Project No. OS-1200(1)
Project Name Oxbow Section
Middle Fork John Day River Road. 2012

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at CANYON City, Oregon, this 19th day of OCTOBER, 1977

County of Grant

Francis R. Cole
County Judge/~~Chairman~~

Jim Maple
Commissioner

Geo. Hansen
Commissioner

Certified By:

Verne G. Allen
Regional Right-of-Way Supervisor
Date 10/20/77

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8760 8-2-77 9

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. OS-1200(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-12

COUNTY NAME Grant

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 4 '77
REFER TO [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-10-77

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Oxbow Section"

GENERAL DESCRIPTION OF WORK:
Program change and Archeology Study

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change and Archeology Study TEC not to exceed $855 - FF $668.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 21, 1977 letter this will confirm Mr. Kappus' verbal authorization for program change, adding archeology study, and authorization to proceed with the work effective June 10, 1977.

A signed copy of the archeology authorization is attached.

DATE 8-2-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-[illegible]

8760

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 11, 1977

Lyle K. Watson

FROM: L. K. Watson
Design Engineering Supervisor

SUBJECT: Oxbow Section
John Day River Road
Grant County

TO: MEMO TO THE FILES

I discussed with George Strawn, Regional Federal-Aid Engineer, the status of the above project. As of June 23, 1977, the Consulting Engineer, Douglas Ferguson, had not applied for the Corps of Engineers 404 Permit. Also, he does not think that any work has been done to revise the plans.

This project is presently scheduled for the fourth quarter of 1977. Six months will be required for the 404 permit after submission. This project should be rescheduled to the second quarter of 1978.

PROJECT MANAGEMENT

JUL 12 '77

REFER TO:
swan S
Winn

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

LKW:az
cc: D. H. Moehring
F. E. Terpin
W. E. Schwartz
R. Prange

Is reasoning valid?
Is reschedule date realistic?

Rp

8760 Grant

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 18, 1977

Duane O. Christensen
Final Design Engineer

Middle Fork-Oxbow Section
Middle Fork Road
Grant County

W. E. Schwartz
Region 5 Engineer

We have reviewed the proposed plans for the subject section as prepared by Oregon East Engineering and are returning the following along with ammemo containing our review comments for your review and further discussion with Oregon East Engineering.

| | | |
|---|---|---|
| 1 | Set | Plans for proposed project, Mylars (20 sheets) |
| 1 | Set | Plans, Prints with revisions |
| 1 | Copy | Location and design narrative |
| 1 | Copy | Project Assessment |
| 1 | Copy | Construction easements required |
| 1 | Copy | A-95 Review |
| 1 | Copy | Special provisions |
| 7 | Rolls | Location Topography Maps |
| 7 | Rolls | Profiles |
| 1 | Roll | Soils Profile |
| 9 | Rolls | Cross-sections |
| 2 | Rolls | Mass Diagram |

I recommend that you review the comments made in the memo and on the plans in detail, so that you are fully aware of our concerns, then hand carry the plans back to the consultant and go over them in detail with him.

While it appears that there are many comments contained in the memo, many are suggestions only, for the consultant to consider and deside if changes are required. In other instances information was not available for us to determine the status of certain items on the plans, so a question was raised.

Some items definitely need revising or additional details added such as:

1. Minimum fill height of 18" to subgrade over the 8'-10" x 6'-1" structural plate pipe.

2. Review of design height of cover over culverts.

3. Use of type "C" end pieces, type 1 anchors and guardrail connections to structures.
4. Earthwork distribution reviewed for clarity.
5. Typical sections for disposal areas, turnouts, road approaches.

Also attached are three sets of reduced prints of preliminary structure details. These are to be given to the consultant with instructions to obtain a 404 Permit to cover the work involved in the stream at the structure locations and at other locations where work is involved in the stream. If there are any questions concerning the 404 Permit contact Don Keyes at 378-6265.

DOC:az
cc: L. K. Watson
Don Keyes

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 20 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8760

Grant

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 16, 1977

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Middle Fork-Oxbow Section
Middle Fork Road
Grant County

TO: MEMORANDUM TO THE FILES

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 18 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

We have reviewed the proposed plans on the subject section prepared by Oregon East Engineering, Inc.

SHEET 1

The names of the members on the Oregon Transportation Commission, State Highway Engineer, Drawing Nos., and date will be revised in the Final Design Unit. The location of the material source will also be shown by us when provided by the Consultant.

SHEET 2

The narrative indicates that the subgrade reinforcing work be aggregate subbase. Earthwork distribution indicates "Emb. from Material Source". Are these one and the same?

If "Aggregate Subbase" is to be used, it would not appear in earthwork distribution but be paid for as "Aggregate Subbase".

Cross-sections indicate that excavation slopes vary from 1:1 to 3:1 and typical sections should so indicate as shown in red.

A typical section is needed for the unsuitable material to be placed in the disposal area, how sloped for drainage and what slopes are to be used.

The "Catch Basin Detail" is actually an inlet ditch. Suggest that title be changed to "Inlet Ditch Detail" and call for ditch excavation where indicated on the plans.

Recommend that an impervious material be used on longitudinal drain pipe for a seal to keep ground water from entering and contaminating the special filter material.

Several turnouts are indicated on the plans. A typical section is required to show extra width, shoulder and rock slope.

SHEET 2A

As noted for Sheet 2, Catch Basins are inlet ditches and not an appurtenance. If desired, inlet ditches could be shown in the remarks column.

Please review the use of alternate materials for culverts. Alternate materials should be indicated for culverts unless reasons like embankment height, scour, hydraulics, etc., preclude the use of one material only.

Large arch type pipes cannot be cut on a skew, therefore skew angle should be shown as 90°. A method for contouring grading around these culverts is used. (See alternate Skew Plan, Drg. No. 2123, copy enclosed.)

The manufacturer recommends a minimum fill height of 18" to subgrade over the 8'10" x 6'1" structural plate pipe. Recommend that a profile grade raise be reviewed at this location to obtain the necessary cover.

The length of pipe, sheet 9, note 3 should be reviewed for length. The cross-sections indicate that 80' will be required at this location.

The design height of cover for culverts should be reviewed. According to information furnished on the cross-sections, these heights appear to be in error.

SHEET 2B

At typical pipe Arch Installation, reference should be noted that for end view and elevation, see sheet 2C.

For the Riverside Gulch and Butte Creek culverts, a cutoff wall should be considered on these pipes to prevent erosion and undercutting of the pipe.

Several road approaches are indicated to be constructed. A plan and typical section should be shown. A copy of the State Standard is enclosed for your consideration.

It is recommended that a filter blanket or filter cloth should be used at riprap locations. This will prevent the embankment materials from being leached out from under the riprap.

SHEET 2C, SHEET 3 and SHEET 16

Guardrail.

The type "C" end pieces and type 1 anchors are required at these locations. Guardrail ends are a hazard to traffic and should be so protected. The guardrail connections are included in the design of the structure and are not a separate bid item.

SHEETS 4, 7, 9, 10, 11, 13 and 14

The notes for "Const. Catch Basin" should be changed to "Const. Inlet Ditch" and the amount of ditch excavation indicated.

SHEET 4

Rate of grade on mainline profile was omitted.

Note 6 indicates easement lines, so "Const. Turnout" should be Note 7.

SHEETS 6, 7, 9, 13, and 16

Construct road approaches should be referenced back to typical section sheet, if detail submitted is used.

SHEET 7, 8, 9, 10

Existing fences are shown within the right-of-way. Does it clear the construction? Will it require replacing?

SHEET 10

A water course is indicated left of Station 120+30 to 123+30. It appears that the embankment slopes will cover this area. It should be reviewed for a channel change and/or perf. drain pipe placed in the old water course.

GENERAL COMMENTS

The width and station should be indicated for all of the easements.

The requirement for guardrail should be reviewed, Station 147+50 to Station 153+50. Cross-sections indicated that this fill height is 30 feet. Also roadway adjacent to a water course, the John Day River, is considered a hazard and should be protected by guardrail.

It appears that the sag at Station 183+00 may be low and should be reviewed as to raising the grade.

SHEETS 14, 15, 16

Quantities for riprap have been shown as a construction note and also as earthwork distribution. The quantities should be deleted as an earthwork item. Will a material source be designated, contractor furnished or available from existing excavation?

## SHEET 10 and 12

The location of the three weirs at Riverside Gulch and Butte Creek should be indicated on the plans. No bid item has been shown for weirs How will they be paid for or will they be included in the cost of the culvert?

The summary indicates 165 feet of Type 1-5W Fence but none is shown on the plans.

The narrative indicates an aggregate source on Butte Creek being investigated by the Malheur National Forest Service. If this source is to be designated, will it be prospective or mandatory? A sketch map, development and reclamation plan and an application for a mining permit will be required. The specifications indicate the prospects of contractor furnished sources. Which will it be?

A fill removal permit is required from the State Land Board if any work is performed within the John Day River or streams. Also, a 404 Permit from the U. S. Corps of Engineers will be required if the embankments go below normal high water.

Has an artifacts review been made or will one be required?

Will seeding and mulching be required? Any temporary erosion controls when working in or near the John Day River or any other water courses.

## EARTHWORK DISTRIBUTION

Quantities for overhaul, excavation and embankment should appear in the distribution brackets only once. These quantities have been repeated on several sheets. Overhaul is normally shown where the excavated material is deposited. The excavation and embankment quantities, on long brackets, should normally be shown at the center of the bracket. The brackets that extend on to adjacent sheets are then referred back to the sheet where the quantity is shown.

If the aggregate subbase material is to be paid for as such, all embankment brackets designated as "Aggregate from Material Source" should be deleted. At these locations, the subgrade should be shown as 24" from finish grade. This depth should correspond to the stations indicated by the typical section on Sheet 2. These stations and length of excavation brackets do not agree and should be reviewed. All of the excavation at these locations should be combined, as they go to the disposal areas and should be paid as general excavation.

Several free haul brackets have been combined with brackets including haul. This is very confusing and should be separated out. Overhaul has also been omitted from some brackets.

The summary indicates a pay item for "Embankment Foundation Excavation" of 4,533 cu. yd. None is shown on the plans.

Embankment foundation excavation is limited to excavation in areas to be occupied by embankments.

The proposed John Day River is shown in red on the plan and profile. The structure was lengthened and Class 2,000 Riprap has been recommended by the bridge unit. A typical section for placing the riprap will be required. The riprap is to be toed into the stream bed. Detail 2 of the enclosed examples is to be used.

LKW:az
cc: W. E. Schwartz

8760

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
April 27, 1977

FILE: 05

George Strawn

FROM: George Strawn
Regional Liaison Engineer

TO: Frank Terpin
Location Engineer

SALEM

SUBJECT: Middle Fork-Oxbow Section
Middle Fork John Day River Road
Grant County
F.A. Project No. OS-1200(1)

Some weeks ago, Dick Lenz phoned me and requested additional information on hydraulics design by the consultant on the subject project. I have attached the data requested.

Also, there was some question of the length of berm required to prevent river overflow and bypass of the proposed bridge structure at Station 203. The berm length as shown on the Preliminary Plans dated April 19, 1977 should be adequate.

If you should need any additional information, please contact me.

GS/dm
Attachments

cc: Oregon East Engineering
Grant County
Thom Ledgerwood
Project Management

PROJECT MANAGEMENT

APR 28 '77

REFER TO:

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

NOTED
MAINOR C. HOLMES

8760

# Narrative Report

# Middle Fork Road

# Oxbow Section

4-7-77

This project is located approximately 10 miles down the Middle Fork of the John Day River from the Bates townsite. More specifically in sections 4, 5, and 6 in T 11S,R34E W.M. and section 31, T 10S, R34E, W.M. and section 36, T 11S, R34E, W.M.

The project consists of approximately 3.56 miles of roadbed widening and aggregate surfacing and construction of two bridges over the Middle Fork of the John Day River.

The project begins approximately 2 miles up river from Sunshine Guard Station with a short road connection and a bridge across the John Day River. The road then joins the old Sumpter Valley Railroad roadbed and follows this roadbed to its junction with the existing Middle Fork Road.

This diversion from the existing road was done in order to bypass an active slide area near the beginning of the project. The decision was made to utilize the Sumpter Valley Railroad route.

The southern side of the river is the most practical route for the road. By using this route it is possible to bypass an active slide area on the end of the project and a large rock bluff on the other end. Road widening is not feasible near the bluff due to excessive blasting or channel change on the river. This route, for the most part, follows existing roads or roadbeds, therefore minimizing the scaring of new ground.

The road then basically follows the existing road along the south side of the river, with two departures in order to provide for good alignment.

The Malheur National Forest is investigating a possible aggregate source on Butte Creek which is approximately 1.5 miles from the job site. Preliminary reports on this aggregate source indicate that there is enough rock of suitable quality to develope this site as an aggregate source.

From the soils analysis, it was found that the material between the following stations was unsuitable for use in roadbed construction: 31+00 to 36+00, 79+00 to 94+00, 96+00 to 105+00, and 150+00 to 154+00. To provide subgrade reinforcement, aggregate subbase is placed in these areas. The material excavated from these portions will be disposed of by dumping it in a disposal area from station 52+80 to station 62+37. The material will displace two small ponds formed by construction of the railroad and which are detrimental to this project. The project provides for a construction easement for access to land outside of the permanent right-of-way in order to adequately deal with the disposal . Land outside of the permanent right-of-way will revert to the contiguous land owner upon completion of construction.

To Carstensen
4/7/77

The overhaul on the end of the project seems excessive but, after investigating ways to reduce it, it was found to be the most economic way to construct the road due to the amount of general excavation.

All cut slopes except rock cuts were designed on a 1 to 1 slope which will minimize the excavation. No problems are forseen with this slope as most of the existing ground is standing on a 1 to 1 or steeper slope at the present time.

Surfacing design was carried out using Oregon State Highway Division Flexible Pavement Design procedures.

Traffic analysis is based on U.S.F.S. records.

The procedure was modified whereby soils classification and California Bearing Ratio are converted to a numerical "R" value. The "R" values used were in concurrence with Oregon Highway Division, surfacing design section.

Also, overall design thickness used in this project were agreed on between the designer and the surfacing design section of the O.S.H.D.

Due to the size and class of this project, the only guard rail to be constructed is at the bridge ends. A total of 60 ft. of guard rail, consisting of 25 ft. of type 3 and 35 ft. of type 2, is designated for each bridge end per side. At no other location on the project is there a sufficiently dangerous area to warrant the use of guard railing.

Class 700 riprap is to be used as slope protection in areas that will be subject to action from the river. This consists of approximately 1,300 ft. along the river from the upstream bridge site, and about 1,000 ft. along the upstream side of the road for flood and ice protection.

Hand placed class 100 riprap is to be used on both ends of the major culverts and pipe-arches. This will be done in sufficient quantity to protect the culvert during flooding conditions,

It was found necessary to install perforated drain pipe from the beginning of the project to station 34+80. This area is subject to a swampy condition during runoff periods, thus it was deemed necessary to drain the area for road protection.

After discussing the alternatives of lane fencing and cattle guard installation, it was decided to use cattle guards. The decision to use cattle guards was based primarily on the economic factors involved. Approximately 37,600 ft. of fencing would be required to lane fence the project and at least one and possibly two cattle guards would have to be installed anyway. Installing cattle guards would simply involve the replacement of four existing ones. This would require a small amount of fencing material also, however the comparable costs are heavily in favor of replacing the existing cattle guards.

The runoff for drainage design was based on several emperical formulas. Runoff area was taken from the Bates U.S.G.S. Quadrangle Map. Flow for the 100 year flood was used in all cases. Two methods used by the S.C.S. were computed , one used by the Oregon State Highway Department and the Rational Formula were all used to compute flow amounts. From this data, an average amount was taken by weithting figures based on the engineers knowldged of snowpack and runoff. This average figure was the one the culvert was designed to handle.

For flood protection at the upper bridge site, we recommend that a berm be constructed in such a manner so as to cause flood waters to flow under the proposed bridge. A partially constructed berm is at the site and completion could be accomplished with a minimum of earthwork.

We feel this method is most practical and economical. It utilizes a structure that is partially completed and saves the installation of the three proposed 72"x44" pipe-arch culverts plus many yards of riprap. The Department of Fish and Wildlife has indicated that, from their standpoint, any method of containing the flood waters is superior to overflow and subsequent outlet through a culvert. The method we recommend is in accordance with their wish to contain floodwaters at the site.

The last point in favor of completing the existing berm is this: In order to make full use of the proposed overflow culverts, a levee would have to be constructed to force overflow water through them. At the proposed location this levee would require more earthwork than finishing the on site berm.

In reference to the Hydrology Report of January 1977, it appears that the bridge opening could be adjusted by the small amount necessary to allow passage of an additional 330 c.f.s. in lieu of providing the overflow pipes proposed by that report.

The four major stream crossings (Ragged Creek, Ruby Creek, Riverside Gulch , Butte Creek) are designed to allow ease of fish passage. This is accomplished by the combination of oversized pipes laid on flat grades with natural streambed material in the bottom of the pipes. Three fish weirs are to be constructed downstream from the Riverside Gulch culvert for the same reason. Also, at this culvert, a pool, to dissipate some of the energy, will be constructed approximately 10 ft. upstream from the culvert entrance. A similar pool will be constructed approximately 10 ft. upstream from the Ruby Creek culvert as well. Large boulders will be placed in the channel and inside the culvert pipe as well to provide for a natural type streambed.

In order to provide for protection of fish and wildlife, the local fish biologist has offered the comments:

1. The proposed dike, if constructed, should be located behind the existing tree line and existing shoreline vegetation protected. The shade and bank stability provided by this vegetation is of key importance in maintaining productive fish habitat.

2. No equipment should be operated in the active flowing stream.

3. Clear span bridges are preferred

4. In-channel work should be confined to the period of August 1 to August 31. In-channel work should be limited to that needed for bridge footings.

5. Excavations for footings should be conducted behind natural berms or cofferdams and sump pumped fluids disposed of in adequate settling ponds.

6. Fresh concrete should not be allowed to come in contact with active flowing streams.

7. Petroleum products are to be handled in a manner to prevent water pollution.

8. Areas of soil disturbance should be revegetated or otherwise treated to minimize erosion.

9. If 50 or more cubic yards of material will be removed, filled or displaced within the waterway, a Division of State Lands permit would be required.

A fire protection plan is to be included which is suitable to the U.S. Forest Service.

Temporary protection of traffic will be minimal as there is a detour road located on the north side of the river that bypasses the entire project. Traffic will be routed this way, thereby alleviating the need for any but minimal traffic separation.

## Construction Easements

Together with the following construction easements. Land outside of the permanent right of way to revert to contiguous land-owner on completion of construction.

A strip of land, 100' left of centerline, from Engineer's sta. 42+45 to 42+90.

A strip of land, 80' right of centerline, from Engineer's sta. 42+60 to 43+15.

A strip of land, 125' right of centerline, from Engineer's sta. 52+80 to 57+00.

A strip of land 80' right of centerline, from Engineer's sta. 59+00 to 62+37.13.

A strip of land, 95' right of centerline, from Engineer's sta. 71+50 to 73+30.

A strip of land, 100' left of centerline, from Engineer's sta. 76+90 to 77+50.

A strip of land, 65' left of centerline, from Engineer's sta. 103+20 to 103+60.

A strip of land, 75' right of centerline, from Engineer's sta. 103+50 to 104+00.

A strip of land, 70' left and right of centerline, from Engineer's sta. 131+30 to 131+74.90.

A strip of land, 90' left of centerline, from Engineer's sta. 154+30 to 154+80.

A strip of land, 80' right of centerline, from Engineer's sta. 154+80 to 155+40.

A strip of land, 60' left and right of centerline, from Engineer's sta. 172+85 to 173+15.

Beginning at Engineers centerline sta. 202+00; thence S60-20-00E a distance of 420 ft.; thence N29-40-00E to the Middle Fork of the John Day River; thence northwesterly along said river to the intersection of the road centerline; thence S51-57-24W to the place of beginning.

A strip of land, 120' left of centerline, from Engineer's sta. 206+95 to 208+10.

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1859

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Office

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

February 9, 1977

Hopkins
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Holmes ✓
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Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

Letter to:

Hanley Engineering, 2043 Main Street, Baker
Anderson, Perry & Associates, P.O. Box 1301, La Grande
Oregon East Engineering, P.O. Box 277, Mt. Vernon

Gentlemen:

Attached are Federal Highway Administration Memoranda concerning the use of timber barricades as barriers for controlling traffic in construction zones.

Recent tests conducted by the Southwest Research Institute under contract to the FHWA show timber barricades to be dangerous and ineffective in restraining and redirecting vehicles at 35 m.p.h. speeds.

Effective immediately, timber barricades are not to be used on Federal Aid projects as positive barriers at any speed.

This information is furnished to you in event you are contemplating the use of timber barricades as a positive barrier.

Sincerely,

R. C. Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:SH
Enclosure

cc George Hopkins
W. J. Hart
C. T. Keasey
Hal Versteeg
Frank Terpin

PROJECT MANAGEMENT
FEB 10 '77
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Form 81-734-3122

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FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

February 4, 1977

George Strawn

**FROM:** George Strawn
Liaison Engineer

**SUBJECT:** Oxbow Section
Middle Fork-John Day River Rd.
Project No. OS-1200(1)

**TO:** Verne A. Allen
Regional Right of Way Supervisor

LA GRANDE

Thom Ledgerwood, Grant County Roadmaster, is now in the process of acquiring right of way for the subject project.

Due to the Federal requirements for the acquisition of property for Federal Aid projects, it would be helpful if your office could monitor this process.

GS/dm

cc: The Honorable Francis Cole
Thom Ledgerwood
Doug Ferguson
George Hopkins

Hopkins
Harwell
Holmes
Prange
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PROJECT MANAGEMENT

FEB - 8 '77

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| Info | Investigate | R/D | Action | File | Letter | See me |
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8760 OSR

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION** FILE:

INTER-OFFICE CORRESPONDENCE

January 17, 1977

FROM: Von E. Hemmert
Von E. Hemmert
Hydraulics Specialist

TO: F I L E

SUBJECT: Middle Fork John Day River Bridges
Middle Fork John Day River Road
Oxbow Section
Grant County
Bridges #16308 & #16309

The subject bridges are part of the proposed relocation of approximately two miles of the Middle Fork John Day River Road beginning about 11 miles northwesterly of Bates and ending about 9 miles northwesterly of Bates. Bridge #16308 (downstream location) is a new structure located in the NW¼, NW¼ of Section 36, Township 10S, Range 33E. Bridge #16309, upstream, is a replacement structure for the 37-foot log span located in the SE¼, NE¼, Section 5, Township 11S, Range 34E.

HISTORY

Bridge #16308

At this site, flow in the river is confined to the channel even during large discharges and no overbank flooding occurs.

Bridge #16309

Mr. Tom Ledgerwood, County Roadmaster, indicated that flooding is not usually a problem at this bridge site unless ice plugs the river. The existing County roadway grade is near the natural ground elevation and when the river becomes plugged with ice, water flows alongside and over the roadway. In January 1965 (a 50-year (+) flood), there were no ice problems experienced at this bridge location and no serious flooding problems were encountered. Ice is a problem in this river about once every six years.

Mr. Ledgerwood suggested that the proposed upstream bridge waterway be at least as large as the existing and that both of the new structures be clear spans because of the ice flows.

HYDROLOGY

Bridge #16308

The Middle Fork John Day River drains an area of approximately 219 square miles at the proposed crossing. Regional analysis of this basin indicates

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the following discharges could be developed at the bridge site:

| | |
|---|---|
| 100-year flood | 2500 cfs |
| 50-year flood | 2110 cfs |
| 25-year flood | 1780 cfs |
| 10-year flood | 1340 cfs |

Bridge #16309

The Middle Fork John Day River drains an area of about 182 square miles at this crossing. Regional analysis indicates the following discharges could be developed at this crossing:

| | |
|---|---|
| 100-year flood | 2220 cfs |
| 50-year flood | 1880 cfs |
| 25-year flood | 1570 cfs |
| 10-year flood | 1190 cfs |

Fifty-year discharges were selected as the design discharges for both of the proposed bridges.

SUMMARY

Bridge #16308

Approximately 5 miles ± downstream from this bridge location there exists a 30-foot ± clear-span bridge. According to Tom Ledgerwood, this bridge is just adequate if not a little small. He also indicated that discharge can leave the channel and flow around this bridge during high water conditions.

At the proposed bridge location all discharge is confined within the channel and normal stage for a 50-year design discharge of 2110 cfs is 3671.2 feet MSL with average flow velocities of 8.5 fps. Two alternate bridge sizes were analyzed for the proposed bridge.

Alternate #1

Alternate #1 consists of a 42-foot, clear-span structure with vertical abutments. With a 50-year design discharge of 2110 cfs, this structure provides about 192 square feet of waterway measured normal to the flow (25° skew from centerline) below elevation 3671.2 feet and could create approximately 0.5 foot of backwater with average flow velocities of 11.0 fps.

Performance of this 42-foot bridge was also calculated using 25-year and 10-year discharges with the following results:

the following discharges could be developed at the bridge site:

| | |
|---|---|
| 100-year flood | 2500 cfs |
| 50-year flood | 2110 cfs |
| 25-year flood | 1780 cfs |
| 10-year flood | 1340 cfs |

Bridge #16309

The Middle Fork John Day River drains an area of about 182 square miles at this crossing. Regional analysis indicates the following discharges could be developed at this crossing:

| | |
|---|---|
| 100-year flood | 2220 cfs |
| 50-year flood | 1880 cfs |
| 25-year flood | 1570 cfs |
| 10-year flood | 1190 cfs |

Fifty-year discharges were selected as the design discharges for both of the proposed bridges.

## SUMMARY

### Bridge #16308

Approximately 5 miles ± downstream from this bridge location there exists a 30-foot ± clear-span bridge. According to Tom Ledgerwood, this bridge is just adequate if not a little small. He also indicated that discharge can leave the channel and flow around this bridge during high water conditions.

At the proposed bridge location all discharge is confined within the channel and normal stage for a 50-year design discharge of 2110 cfs is 3671.2 feet MSL with average flow velocities of 8.5 fps. Two alternate bridge sizes were analyzed for the proposed bridge.

### Alternate #1

Alternate #1 consists of a 42-foot, clear-span structure with vertical abutments. With a 50-year design discharge of 2110 cfs, this structure provides about 192 square feet of waterway measured normal to the flow (25° skew from centerline) below elevation 3671.2 feet and could create approximately 0.5 foot of backwater with average flow velocities of 11.0 fps.

Performance of this 42-foot bridge was also calculated using 25-year and 10-year discharges with the following results:

| | Discharge | Backwater | Velocity |
|---|---|---|---|
| 25-year flood | 1780 cfs | 0.35 foot | 10.1 fps |
| 10-year flood | 1340 cfs | 0.17 foot | 8.9 fps |

## Alternate #2

Alternate #2 consists of a 116-foot, three-span structure with 1½:1 end slopes providing 51+ feet of opening measured along centerline at elevation 3671.2 feet. The center span should be at least 50 feet between piers. This structure was sized to closely match the performance of the Alternate #1 bridge.

With a 50-year design, this structure provides 199 square feet of waterway opening measured normal to flow (25° skew from centerline) below elevation 3671.2 feet and could create approximately 0.5 foot of backwater together with average flow velocities of 10.6 fps.

Performance of this bridge was calculated using 25-year and 10-year discharges resulting in the following:

| | Discharge | Backwater | Velocity |
|---|---|---|---|
| 25-year flood | 1780 cfs | 0.41 foot | 9.9 fps |
| 10-year flood | 1340 cfs | 0.25 foot | 9.0 fps |

The waterways as described in both alternates are the maximum constrictions that would be considered for this bridge location. Because of ice flows that occur in this river, the new bridge should span the main portion of the channel as described. If 1½:1 embankment slopes are used in lieu of vertical abutments, Class 2000 riprap protection should be provided on those portions of the slopes exposed to the flow.

## Bridge #16309

Analysis of the upstream bridge site (#16309) was accomplished with the aid of the FHWA computer program "Hydraulics of Bridge Waterways" and the U.S. Army Corps of Engineers' computer program "HEC-2 Water Surface Profiles". At the 50-year design discharge of 1880 cfs, the stage in the natural channel is about elevation 3772.7 feet MSL with approximately 320 cfs flowing in the left and right overbank sections of the channel. The bottom of the existing log-span bridge is positioned below the elevation for the design discharge and the approaches block the channel overflow resulting in approximately 1.6 foot of backwater with an estimated 620 cfs flowing over the road.

It is suggested that the new bridge be a clear-span structure providing at least 170 square feet of waterway opening below flood stage of 3772.7 feet. A 37-foot, clear-span bridge with vertical abutments will provide this opening and will create approximately 0.1 foot of backwater with a 50-year discharge. Channel overflow would be about 330 cfs, all of which will need to be conveyed across the roadway.

The proposed finish grade elevation of the roadway is approximately 5.5 feet higher than the existing roadway, thus any future over-bank flow will be forced to flow alongside the roadway. At present, this over-bank discharge can flow over the existing roadway but with the higher proposed roadway elevation, an overflow structure should be provided.

## Overflow

The overflow from a 50-year flood event (330 cfs) requires three 72"x44" pipe-arch culverts operating with 4.6 feet of headwater depth to convey the discharge. Three 60" circular CMP culverts could be used to convey the discharge, but it may require lowering the flowline in order to provide the required minimum cover of 24-inches from finish grade.

It appears from the field information that Station 199+00 (400 feet downstream from the bridge) would be the most suitable location for the installation of these overflow culverts. Very little if any inlet ditch will be required as the discharge will tend to flow to this location. A barrier may be required to prevent any discharge from bypassing the culverts; this should be verified in the field. Approximately 50 feet of outlet ditch will need to be constructed and should have about a 20-foot bottom width with 2:1 side slopes. Outlet velocities at the pipes could be as high as 8.5 fps and the outlet ditch should be protected with Class 700 riprap.

An alternate to using pipes to carry the overflow would be to let the discharge flow alongside the embankment to about Station 188+00 where part of it would flow over the proposed roadway. The remainder would continue to flow along the embankment to about Station 183 where it would enter an 18-inch CMP which has been proposed there. Depending on the runoff, there may be additional road overflow at this point, also. The shoulders of the roadway would need erosion protection at those locations where overflow would occur.

VEH:mc

cc Frank E. Terpin
Walt Hart
Don Harwell
W. E. Schwartz

# HYDRAULIC DATA

| | | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR (          ) |
|---|---|---|---|---|
| Discharge- | cfs | 2110 | 2500 | — |
| | m³/s | 59.8 | 70.8 | — |
| Frequency -yrs. | | 50 | 100 | — |
| H.W. Elevation Natural Channel | ft. | 3671.2 | 3671.9 | — |
| | m. | 1119.04 | 1119.20 | — |
| H.W. Elevation Channel Change | ft. | — | — | — |
| | m. | — | — | — |
| Average Velocity - | fps | 11.0 | 11.7 | — |
| | mps | 3.35 | 3.57 | — |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

## OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MIDDLE FORK JOHN DAY RIVER
MIDDLE FORK JOHN DAY RIVER ROAD
OXBOW SECTION    BRIDGE # 16308
GRANT COUNTY

COMPILED BY: V. HEMMEET

DATE: JANUARY 12, 1977

# HYDRAULIC DATA

| | | DESIGN FLOOD | INTERMEDIATE REGIONAL FLOOD | MAXIMUM FLOOD YEAR ( ) |
|---|---|---|---|---|
| Discharge- | cfs | 1880 | 2220 | — |
| | m³/s | 53.24 | 62.86 | — |
| Frequency - yrs. | | 50 | 100 | — |
| H.W. Elevation Natural Channel | ft. | 3772.7 | 3773.2 | — |
| | m. | 1149.92 | 1150.07 | — |
| H.W. Elevation Channel Change | ft. | — | — | — |
| | m. | — | — | — |
| Average Velocity | fps | 9.5 | 10.0 | — |
| | mps | 2.90 | 3.05 | — |

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

## OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MIDDLE FORK JOHN DAY RIVER
MIDDLE FORK JOHN DAY RIVER ROAD
OXBOW SECTION BRIDGE # 16309
GRANT COUNTY

COMPILED BY: V. HEMMERT

DATE: JANUARY 12, 1977

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**OREGON STATE**
**HIGHWAY DIVISION**

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 16, 1976

Thom Ledgerwood
Grant County Roadmaster
Grant County Road Department
Canyon City, Oregon 97820

Dear Thom:

RE: Oxbow Section
Middle Fk. John Day River Rd.
Project No. OS-1201(1)

In conformance with Federal Statutes, Regulations and the Oregon Action Plan for Transportation Planning, the Oxbow Section, Middle Fork John Day River Road, has been assigned a Category 3, Non-Major classification based on the environmental assessment.

In order to fully comply with the statutes, regulations and the Oregon Action Plan the County must offer the citizens of the area, when plans are complete, an opportunity of a public hearing.

You may offer the opportunity for a public hearing in one of the following two ways:

1) Contact the property owners abutting the proposed project in full. If no one objects to the project and to the acquisition of right of way, and if no one requests a public hearing, the County may send me a letter similar to attachment number 1.

2) Place a notice in both local newspapers for two successive weeks to give interested persons the opportunity to request a public hearing. If, after a three week deadline, no requests for a hearing are received, the County should submit affidavit of publications. A transmittal letter should state that notices were published, no requests for public hearings were received, and the County has considered the socio-economic and environmental impacts and does request-

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location-design approval. Sample hearing notices are enclosed (attachments 2 and 3) should you elect to use this method.

In either method, you must identify that an environmental assessment is available. A copy of the assessment was forwarded to you on February 6, 1976. Doug Ferguson has prepared a sketch map of the project which would be suitable for publication.

Again, these actions, either method 1 or 2, should not be undertaken until plans are firm. Do not hesitate to call if you have any questions.

Sincerely,

George Strawn

George Strawn
Liaison Engineer

GS/dm
Attachments

cc: Wm. Tebeau
R. H. Prange
Doug Ferguson

8760

OREGON STATE HIGHWAY DEPARTMENT 8-76

Form A-101—(7-65)
SP*F294

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Grant County Court
Courthouse
Canyon City, OR 97820

Attention of Honorable Francis R. Cole
County Judge

Request No. (assigned by staff engineer or head of division) CC 1613

Date

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Preliminary Engineering    Advance Deposit $3,828.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | Partial transfer of the advance deposit for the P.E. for the Oxbow Section of the Middle Fork John Day River Road (Off-System Project) Covered by agreement dated 8/27/75 | | 3,028.00 |
| | | To be retained | | $ 800.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 3,828.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
212-1997-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George N Hopkins
G. N. Hopkins Department Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

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**OREGON STATE**
**HIGHWAY DIVISION**

W. E. Schwartz
Regional Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 27, 1976

Hon. Francis Cole
Grant County Judge
Courthouse
Canyon City, OR 97820

Dear Judge Cole:

RE: Oxbow Project OS-1200(1)

I have reviewed the job records file for your project and find I am lacking an important item, method of selection of consultant engineer.

The Federal Highway Administration requires documentation of firms contacted and the particular items considered in the final selection. An exception to this would be where local government has retained a consultant on a long-standing previous agreement.

I have no doubt you and your staff examined all aspects when you selected the consultant for your project. The documentation is requested so that our records will be complete. Please give this matter your early attention.

Sincerely,

R. C. Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc George Hopkins

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JUL 27 1976
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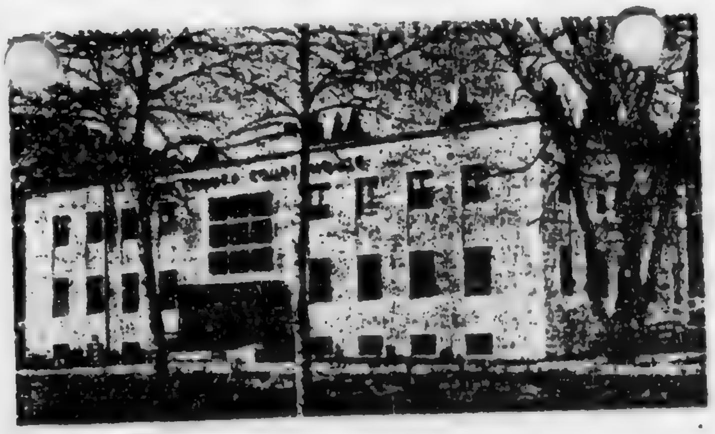

☐ RE ☐ RCE ☐ RPE ☐ RME
☐ ROE JUL 26 1976 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

GRANT COUNTY
CANYON CITY, OREGON

Memorandum July 23, 1976

From: Francis Cole (County Court)

To: R.M. Thom Ledgerwood - Road Dept. Canyon City
Doug Ferguson - Mt. Vernon
Bud Salisbury - Malheur Forest John Day
Tom Sutton - Malheur Forest John Day
Errol Claire - Fish & Wildlife Canyon City
Roger C. Lang - Highway Div. Box 850 LaGrande
Geo. Hansen - Mt. Vernon
Jim Maple - John Day

Subject: Oxbow Sect. Middle Fork Road

I have been accumulating some concerns about our above described project and wish now to state these concerns in the hope that we can restructure our individual and collective effort to get the "show on the road."

My concerns were confirmed yesterday as I toured and listened on the project site. There was evident to me, a gross lack of previous information flow among all elements of the project. Specifically I am concerned that Dan Lufkin and the Forest Service, who early in the project offered cooperation have had little or no information about the project progress.

The Court will confer with our Roadmaster at the earliest opportunity (he is presently on vacation) to turn this show around.

Hope you concur with this memo - I am really concerned
Francis

PROJECT MANAGEMENT
JUL 27 '76
REFER TO
FOR
Info
Investigate
R/D
Action
File
Letter
See me

Cy George Hopkins
For your information
Roger

8760

OSR
Grant Co

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 19, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

R C Lang

TO: MEMO TO THE FILES

SUBJECT: Oxbow Section
Middle Fork John Day River Road
Project No. 1200(1)
Grant County

Mr. Doug Ferguson, Oregon East Engineering, Consultant Engineer for the above project, indicated he does not have equipment to fully explore the foundations of the proposed structures, nor is he able to obtain the services of anyone to obtain the data; therefore, Mr. Ferguson is requesting that the Highway Division obtain the bridge foundation data.

It is recomme ded the Highway Division obtain the foundation data for the consultant engineer in order to expedite structure design, which is to be performed at no cost to the county under ORS 369.210. The work may be performed under existing Authority for Survey, Prefix 212-1997-903.

Copy sent to FHWA.
8/9/76

RCL:je

cc: Project Management
W. Hart
Vern Moore
Thom Ledgerwood
Doug Ferguson

cc.
Clif Laux

RECEIVED
COUNTY & CITY SECTION
JUL 23 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ DE
☒ UPE ☒ CE ☒ RE ☒ DPE ☐

PROJECT MANAGEMENT
JUL 20 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | X | | | |

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OSR- Grant Co

PROJECT MANAGEMENT

MAY 11 '76

REFER TO Dale

FOR:

| Info | Investigate | R/D | Action | File | Letter |
|---|---|---|---|---|---|
| | | | | | |

**OREGON STATE HIGHWAY DIVISION**
W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850
Telephone 963-3177

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 10, 1976

Re: Oxbow Section
Permit Requirements

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☐ EPE ☐ CE ☒ RE ☑ RPE ☐

Doug Ferguson
Oregon East Engineering
P. O. Box 277
Mt. Vernon, Oregon 97865

Dear Mr. Ferguson:

It is a requirement that consultants doing design work for Highway Division administered programs obtain any required permit concerning a particular project (i.e., Division of State Lands Permits, Corps of Engineer Permits, etc.). It is most desirable to obtain these permits at an early date so that any required conditions of the permit may be incorporated into the design and specifications. Often additional environmental problems are brought to light during the permit application review. Furthermore, we must certify to the Federal Highway Administration that all phases of permit requirements have been certified before plans, specifications and estimates approval will be granted.

These problems are causing a delay in the contract letting of some projects. In order to avoid any undue delay we need the following:

1. If a permit is required, get it early, incorporate the conditions into the plans and specifications, and send a copy of the permit in with the job data.
2. If a permit is not required after the proper contacts have been made, send a signed statement to this effect with the job data.

Do not hesitate to call if you have any question.

Sincerely,

RC Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
cc: Grant County
~~J. W. Rulien~~
W. J. Hart
F. E. Terpin
J. H. Versteeg

Form 81-734-3122

8760

OSR
Grant Co

**OREGON STATE
HIGHWAY DIVISION**

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Telephone 963-3177

May 4, 1976

Re: Bridges
Oxbow Section

Thom Lidgerwood
Road Superintendent
Grant County
Canyon City, Oregon 97820

Dear Thom:

Pursuant to the request of Judge Cole, our Bridge Section has explored the feasibility of using your steel structure stock-piled near M.P. 143 on the John Day Highway.

In order to be used the structure would have to be widened, as the 20'6" width does not meet width requirements. When widened to a 28" width structural capacity is reduced to HS-11, which does not meet the design criteria required.

It appears the best solution would be to continue with the original plan to furnish new structures on the project.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:jo

cc: Judge Cole
Len Wallace
Frank Turpin
George Hopkins
Doug Ferguson

PROJECT MANAGEMENT
MAY - 6 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me
Form 81-734-3123

RECEIVED
COUNTY & CITY SECTION
MAY 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

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# OREGON STATE
# HIGHWAY DIVISION

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 24, 1976

Re: Oxbow Section
Middle Fork John Day
River Road
Project No. 0S-1200(1)

RECEIVED
STATE HWY ENGR

MAR 26 '76

REFER TO
ESH

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| ✓ | | | | | | ✓ |

Thom Ledgerwood, Roadmaster
Grant County Road Department
Canyon City, Oregon 97820

Dear Thom:

Attached is a copy of a letter from Dan Wallenmeyer, District Conservationist, Soil Conservation Service, U. S. Department of Agriculture, concerning the above project.

Apparently Mr. Wallenmeyer has some concerns over the route selected by the county (Alternate No. 3) and suggests that Alternate No. 1 be given further consideration.

I am sure that Mr. Wallenmeyer is not fully aware of all the circumstances surrounding the decision of the route selection. Also, Mr. Wallenmeyer is somewhat tardy with his comments, as the A-95 Review was submitted on November 14, 1975, and approved by the State Clearinghouse on January 6, 1976, and by FHWA on January 27, 1976. It appears the project as proposed does not conflict with any program SCS might have, but rather it conflicts with where Mr. Wallenmeyer thinks it should go.

You may wish to contact Mr. Wallenmeyer and discuss the project with him in order to maintain good relations at the local level.

8

Sincerely,

R. C. Lang
je

R. C. Lang
Regional Federal Aid Engineer

NOTED
MARIE STEPHENS

RCL:je
Attachment

R. L. SCHROEDER

cc: Doug Ferguson
G. L. Green, FHWA
F. B. Klaboe
J. B. Boyd
Gary Potter
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
R. E. Royer
G. A. Starkey
Aeronautics Division
F. E. Terpin
J. H. Versteeg

8760 8

**UNITED STATES DEPARTMENT OF AGRICULTURE**
**SOIL CONSERVATION SERVICE**

Box 166, Canyon City, Oregon 97820

G. L. Green, FHWA
E. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
W. E. Schwartz

G. A. Starkey
Aeronautics Division

March 9, 1976

Ref: Middle Fork John Day River Off System Road Project-OxbowSection.

RECEIVED
STATE HWY ENGR
MAR 15 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Mr. L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

This proposal is for alternate 3, based on channel changes under Coyote Bluff and uncertainties of active slide areas on alternate 1.

Having had occasion to use the Middle Fork road almost daily during the present winter season; I would suggest that alternate 1 be reappraised in relation to long term costs and effects for the following reasons.

Alternate 1 would require a channel change for two or three hundred yards under Coyote Bluff and the slide areas would need to be dealt with. I believe the most serious slide area lies between the Sunshine Guard Station and the north end of the present one way road junction. None of the slide areas appear to have caused any problems this winter.

Alternate 1 lies on a south slope and most of this section has been free of ice and snow throughout the winter. All of the local residents use Alternate 1 as a two-way road rather than travel Alternate 3.

Alternate 3 would require construction of two bridges and extensive cut and fill along a steep slope for about .7 mile. This alternate would also destroy a considerable number of trees and probably create a continuing problem along the steep cut bank which might prove to be as troublesome as the slide area on alternate 1.

Much of Alternate 3 is shaded throughout the winter months and for the past three months most of this road has been covered with a sheet of ice causing hazardous driving conditions. The east edge of this section is an unguarded sharp dropoff for much of the distance. Both the North and South ends of alternate 3 are subject to flooding during the spring runoff.

It is my unqualified opinion that Alternate 1 might cost less to construct and maintain than alternate 3, and would result in a more satisfactory route for year round travel.

NOTED
[illegible] STEPHENS

BEN GIFFORD
A-95 SENT 11-14-75

Sincerely yours,

Dan Wallenmeyer

Dan Wallenmeyer
District Conservationist

Ben 2.1R

8760

OSR
Grant 6

**OREGON STATE
HIGHWAY DIVISION**

W. E. Schwartz, Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 5, 1976

Re: Off-System Roads Program
Oxbow Section
Middle Fork John Day River

Hon. Francis Cole
Grant County Courthouse
Canyon City, Oregon 97820

Dear Judge Cole:

The Off-System Roads program which you applied for under Section 219, Title 23, U.S. Code, has been approved by the Federal Highway Administration for preliminary engineering.

This authority is for $20,545 and provides funds for survey and design work necessary to advance the project to the contract letting stage.

At this time you should identify the liaison or contact person to be responsible for the project and to receive, audit, approve and forward all bills due to the local agency or your contractor. This is in conformance with "Things to be done by Local Agency", item 2 of the executed Construction Finance Agreement.

The Highway Division or contact person is R. C. Lang, Federal Aid Engineer, La Grande, who will receive all billings from the county for processing and payment. Also, Mr. Lang will be responsible for preliminary engineering compliance with accepted methods developed by the Highway Division. This is in compliance with "Things to be done by the State" in the Construction Finance Agreement. In the absence of Mr. Lang, Mr. Forrest Epley, La Grande, will be the contact person.

By copy of this letter Doug Ferguson is authorized to begin preliminary engineering on the project. Proposed design standards shall not be lower than the minimum design standards as approved May 13,

PROJECT MANAGEMENT

FEB - 6 '76

REFER TO: Hal / H

FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| ✓ | | | | | | |

RECEIVED
COUNTY & CITY SECTION
FEB 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Form 81-734-3122

1970, unless specific deviation is authorized by the Highway Division. The latest adopted design standards as contained in the "Standard Specifications for Highway Bridges of the ASSHTO" shall be followed in bridge design. Work is to begin within the time period specified in the consultant agreement.

The project has been classified as a Category 3 Non-Major Action, which requires minimal action to comply with the Oregon Action Plan. I enclose a copy of the approved assessment for your review and action. Also enclosed is a copy of the A-95 Review of the State Clearinghouse.

Sincerely,

R C Lang
by JH

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: Doug Ferguson w/attachments
George Hopkins

8760

OSR
Grant Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

1-27-76

FEDERAL AID PROJECT NO.
OS-1200(1)

STATE PROJECT NO.
Oxbow Section

COUNTY NAME
Grant

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
OS-12

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☒ UPE ☐ COOR. ☐ CE ☑ OE ☐ RE ☒ AE ☐ UPE ☐ UE ☐

| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 1-27-76 | 1-27-76 | Non Federal-aid |
| | | STATE ROUTE NUMBER |
| | | County Road |

GENERAL LOCATION:
County Road approximately 6.8 miles NW of Austin NW

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, grade, drain, rock surface and 2 structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $20,545 - Federal funds $16,025.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-27-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-14-76 letter you are authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $479,455 - Federal funds $373,975 in accordance with the procedures of your approved Secondary Road Plan.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 1-27-76 | G J Valach | Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPAR
Oregon

BY (Signature)
L. W. Rulien's

TITLE
Project Managem

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ PAU ☐ FAS ☒ OTHERS Section 219

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

| ITEM NO. | PROJECT NOS. | LENGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (S |  |
|---|---|---|---|---|---|---|
|  |  |  |  |  | Location |  |
| 12 | OS-1200(1) | 3.75 | 500,000 | 390,000 | Oxbow Section<br>Grant County<br>State of Oregon | Preli<br>grade<br>surfa |

REMARKS (Division)

RECEIV
COUNTY & C
☐ ☐

| RECOMMENDED |  | APPROVED |  |
|---|---|---|---|
| DATE | SIGNATURE AND TITLE | DATE<br>1-27-76 | SIGNATURE AND TITLE<br>G. L. Green, Div |

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as cre tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## T FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT Oregon

DATE 1-27-76

BY (Signature) L. W. Rulien's letter of 1-14-76

TITLE Project Management Engineer

RAL FUNDS

☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

GE 2

M NOS. ________ THRU ________

| NGTH (Miles) | TOTAL ESTIMATED COST | FEDERAL FUNDS | OTHER IDENTIFICATION AND/OR REMARKS (State) |
|---|---|---|---|
| | | | **Location** / **Work** |
| 75 | 500,000 | 390,000 | Oxbow Section<br>Grant County<br>State of Oregon<br><br>Preliminary Engineering, grade, drain, rock surface and 2 structures |

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ DSGN. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ ME ☐ UPE ☐

ENDED

TLE

APPROVED

DATE 1-27-76

SIGNATURE AND TITLE
G. L. Green, Division Administrator

ceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
provide Federal funds for the undertaking.

GPO 915.690

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PRO 6-2

January 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-1200(1)

We are submitting program data for one project, Item No. 12, Project No. OS-1200(1), "Oxbow Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $20,646 with obligation of $16,025 in Federal funds. Enclosed for your files is one copy of the consultant engineering agreement.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physicial construction of the project at a total estimated cost of $479,456 with obligation of $373,976 in Federal Funds.

One copy of the State Clearinghouse and District 12 Clearinghouse A-95 review letters of approval were forwarded previously.

CL:md

Encl.

cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

**FEDERAL-A**

January 14, 1976

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(16) (20) | PROJECT LOCATION (45 typewriter spaces)<br>Co. Rd., approx. 6.8 mi. N.W. of Austin, NW<br>21 65 | **ADT** | PRESENT<br>DHV 20<br>170 | FUTURE<br>200<br>(66) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Gr., Dr., RK surf. & 2 bridges<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>(Section 219) Off-System Roads | COUNTY NAME |
| | NAME OF URBAN AREA<br>----<br>17-31 | ROUTE NO. / FEDER |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PRO TOTAL ESTIMATED COST | FEDERAL F |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | 11 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | Co. Rd., approximately 6.8 mi. NW of Austin, N.W. | 3.75 | 20,545 | 16,025 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE)<br>2010<br>X080 | | "Oxbow Section" | 3.75 | 479,455 | 373,975 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY<br>CL | PROJECT TOTALS | 3.75 | 500,000 | 390,000 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

# FEDERAL-AID PROGRAM DATA

1976

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| NW | **ADT** | PRESENT<br>DHV 20<br>170 | FUTURE<br>200 | YEAR<br>96 | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41 | APPN CODE<br>627 | ITEM NO.<br>12 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| V AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER<br>PREFIX LETTER(S)<br>OS- | NUMBER<br>1200 | SEQ. NO.<br>(1) | I. Projects Only<br>POST MI. | DESIG. |

COUNTY NAME Grant CODE 029

ROUTE NO. FEDERAL-AID Non STATE Co. Rd. U.S. ----

PROGRAM STAGE ☐ 1 OR ☒ 2

| | ESTIMATED PROJECT COST BY PHASES | | | | |
|---|---|---|---|---|---|
| MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
| 3.75 | 20,545 | 16,025 | | 4,520 (Co.) | P.E. all phases; Gr., dr., rock surface 28' roadway. Const. 2 bridges (L 100') remove & dispose of existing bridges, install guardrail & riprap. |
| | | | | | |
| 3.75 | 479,455 | 373,975 | | 105,480 (Co.) | ROW - 60' min.; Access control-none; Parking restrictions-none. |
| 3.75 | 500,000 | 390,000 | | 110,000 (Co.) | |

REMARKS

-Over-

## OXBOW SECTION

## PROJECT NO. OS-1200(1)

Existing Facilities:

Roadway: 22 to 28-foot gravel surface roadway.
Structures: Coyote Bluff Bridge; 40-foot timber structure; H.C. 20-foot.
Sunshine Guard Station Bridge; 40-foot timber structure; HC 20-foot.

Adjacent Sections: 26-foot gravel surface roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.
(2) Grade, drain, rock surface on improved alignment, 28-foot roadway, install guardrail, place riprap, remove and dispose of existing bridge and construct two 50-foot reinforced concrete bridges with a horizontal clearance of 28 feet.

Note: The preliminary and construction engineering is to be performed by the consultant engineering firm of Oregon East Engineering Inc. with review and contracting by State forces.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 31, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 12 Clearinghouse A-95 Review approval letters dated January 6, 1976 and December 22, 1975 respectively.

---

FHPM 7-7-5 Re

(a) Public
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(b) Locati
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Route Data:

Note:

(1) This pr
(2) On-the
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Data for PR-

Type Code
Type Code

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FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered and held if requested.
(b) Location/Design--Will be granted in accordance with the provisions of the Secondary Road plan.

Route Data: This is a school bus, mail and log hauling route.

Note:

(1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

Data for PR-37:

| | |
|---|---|
| Type Code 2010 | $369,455 |
| Type Code X080 | 110,000 |

8760

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# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

## STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division
PROJECT TITLE: Oxbow Section GRANT
DATE: January 6, 197~~5~~6

The state has reviewed your project and reached the following conclusions:

1-7-76
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
G. A. Starkey
Aeronautics Div.

☑ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☑ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

**NOTICE TO FEDERAL AGENCY**

The following is the officially assigned State Identifier Number:

7511 2 570

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 7'76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act |
|---|---|---|---|---|---|
| | | | | | |

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

Off System
BFN GIFFORD
11-14-75

NOTED
MARIE STEPHENS

PNRS #2

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
NOV 25 1975
DIVISION OF STATE LANDS

## PNRS STATE REVIEW

Project #: 7511 2 570 Due Date: DEC 12 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

---

## PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ✓ ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands.

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Agency Lands By Jan Haley

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV.
DEC 19 1975

## PNRS STATE REVIEW

Project #: 7511 2 570 Due Date: DEC 12 1975

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To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.
( ) We have no comment.
( ) Effects, although measurable, would be acceptable.
( ) It has adverse effects.
( ) We are interested but require more information to evaluate the proposal.
(X) Please coordinate the implementation of the proposal with us.
( ) Additional comments for project improvement. (Attach if necessary)

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REMARKS (Please type or print legibly)

The proposed project could have adverse fish and wildlife impacts if proper planning and coordination is not maintained.

We request that the district biologists (Errol Claire and Ralph Denney, 575-1167, John Day) be contacted during the planning and design phase of the project.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 12-17-7

8760

1859

**OREGON STATE**
**HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 14, 1975

TO: Executive Department
Federal Aid Coordination Unit

East Central Oregon Assoc.
of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM: George N. Hopkins
Project Development Engineer

SUBJECT: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Oxbow Section
Middle Fork John Day River Off-System Road
Grant County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 19, 1975.

Attachment

BLG:ek

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
W. E. Schwartz
G. A. Starkey
Aeronautics Div.

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

## NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

| | | | |
|---|---|---|---|
| For Internal Use Only | 1-8] PNRS # | | Page One |

| | | | | |
|---|---|---|---|---|
| 02 | 12] APPLICANT [45<br>State Highway Division | 46] DIVISION [79<br>Dept. of Transportation | | |
| 03 | 12] APPLICANT ADDRESS STREET [45<br>State Highway Building | 46] CITY [60<br>Salem | 76] ZIP [80<br>97310 | |
| 04 | 12] CONTACT PERSON [45<br>L. W. Rulien | 46] AREA CODE [48<br>503 | 49] PHONE [55<br>378 | 56] EXTENSION [59<br>6563 |
| 01 | 12] PROJECT TITLE [71<br>Oxbow Section District 12 | | | |
| 11 | 12] PROJECT LOCATION—CITY<br>Middle Fork John Day River<br>Off System Road | PROJECT LOCATION—COUNTY<br>Grant | PROJECT LOCATION [79<br>SEC: - T: 10-11 S<br>R: 33-34 E | |

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project approximately 4.0 miles in length, will provide new alignment [71

06 12] adjacent to the Middle Fork, John Day River, along the southerly side. The [71

07 12] proposal will follow an existing one-way detour road and old railroad grade to [71

08 12] allow timber haul and access to local ranches and recreation. [71

09 12] (See Attachment) [71

10 12]

12

| AMOUNT REQUESTED—FEDERAL FUNDS | | NON-FEDERAL MATCHING FUNDS | | OTHER | TOTAL |
|---|---|---|---|---|---|
| 12] (A) Grant [19 | 20] (B) Other [27 | 28] (C) State [35 | 36] (D) Local [43 | 44] (E) FUNDS [51 | 52] (F) FUNDS [60 |
| 390,000 | - | - | 110,000 | - | 500,000 |

| | | |
|---|---|---|
| 13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45<br>T | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 |
| 14 | 12] FEDERAL PROGRAM TITLE [71<br>Title 23 USC Highways | |
| 15 | 12] FEDERAL AGENCY NAME [45<br>U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79<br>FHWA |

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

**(B) TYPE OF ACTION:** (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

**(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: November 14, 1975

**(D) REVIEW REQUIRED by A-95** Yes ☒ 31 No ☐ 32

**(E) ENVIRONMENTAL IMPACT** Yes ☐ 33 No ☒ 34

**(F) HOUSING RELOCATION REQUIRED** Yes ☐ 35 No ☒ 36

| | | | |
|---|---|---|---|
| **(G) ESTIMATED APPLICATION FILING DATE:** | 41] MONTH [42<br>December | 43] DAY [44<br>19 | 45] YEAR [46<br>1975 |

Form PNRS-1 Page 1

## ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 11-14-75

VI. If project includes state funds (12C), identify agency None

### STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

| GENERAL FUND CASH | OTHER FUND CASH | IN KIND |
|---|---|---|
| $ | $ | $ |

(c) FUNDING METHOD

| | FEDERAL SHARE | | STATE SHARE | | TOTAL | |
|---|---|---|---|---|---|---|
| First Year | % | $ | % | $ | % | $ |
| Second Year | % | $ | % | $ | % | $ |
| Third Year | % | $ | % | $ | % | $ |

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

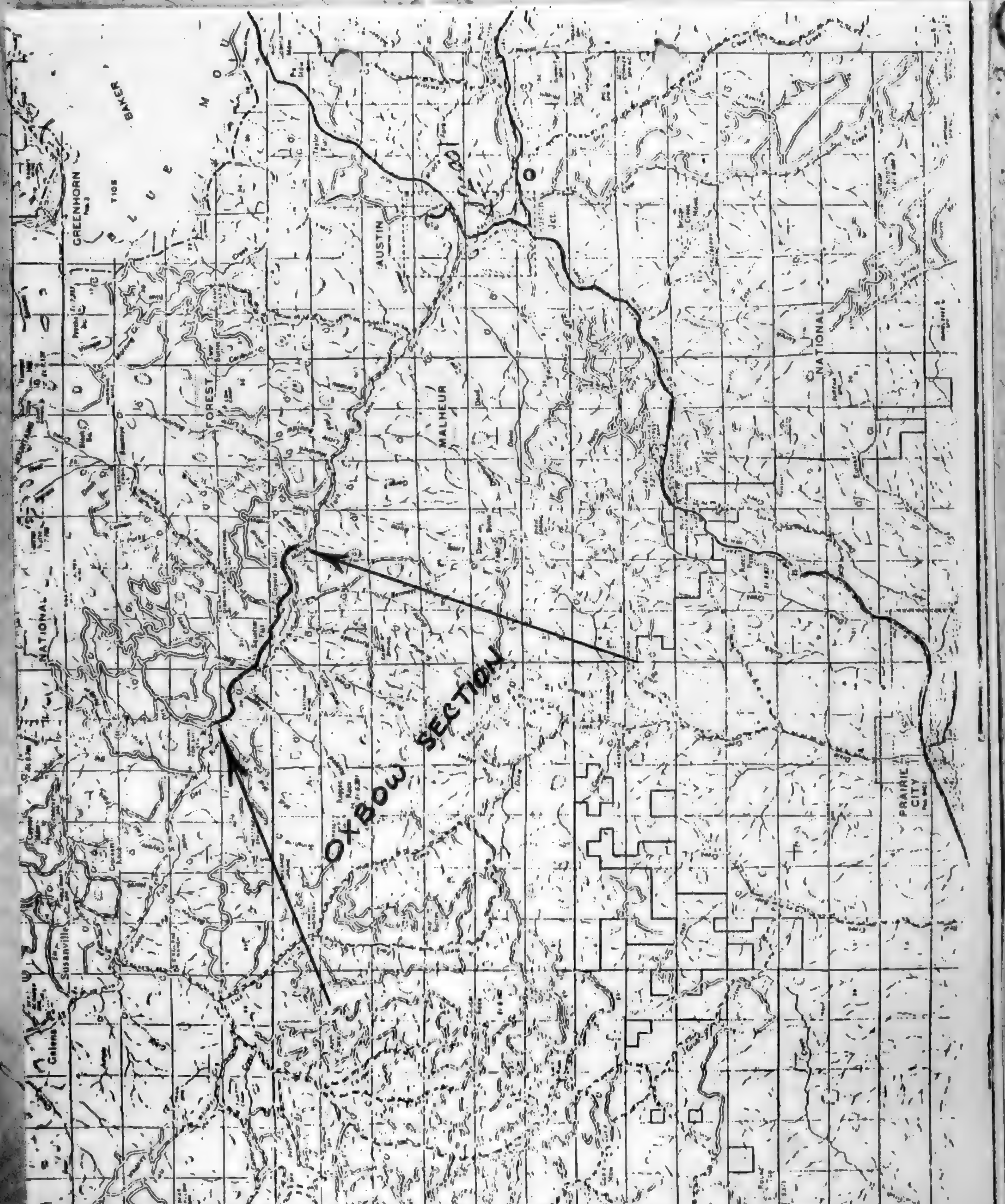
(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

### PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (E) This is a category 3 project of nonmajor environmental impact under Oregon's Action Plan.

Grant County is the sponsor of this Off-System Roads Project.

(See Attachment)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GREENHORN
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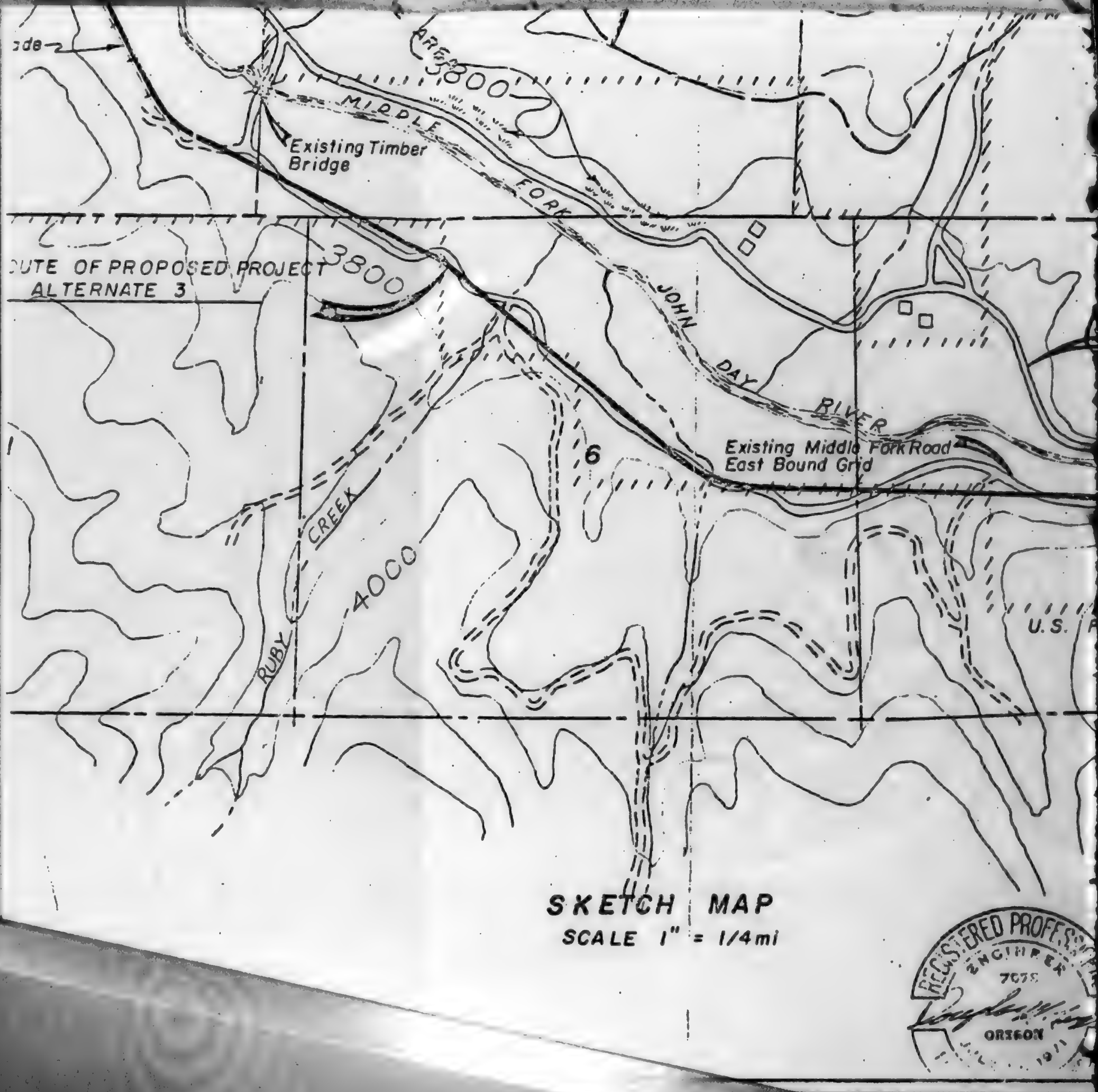
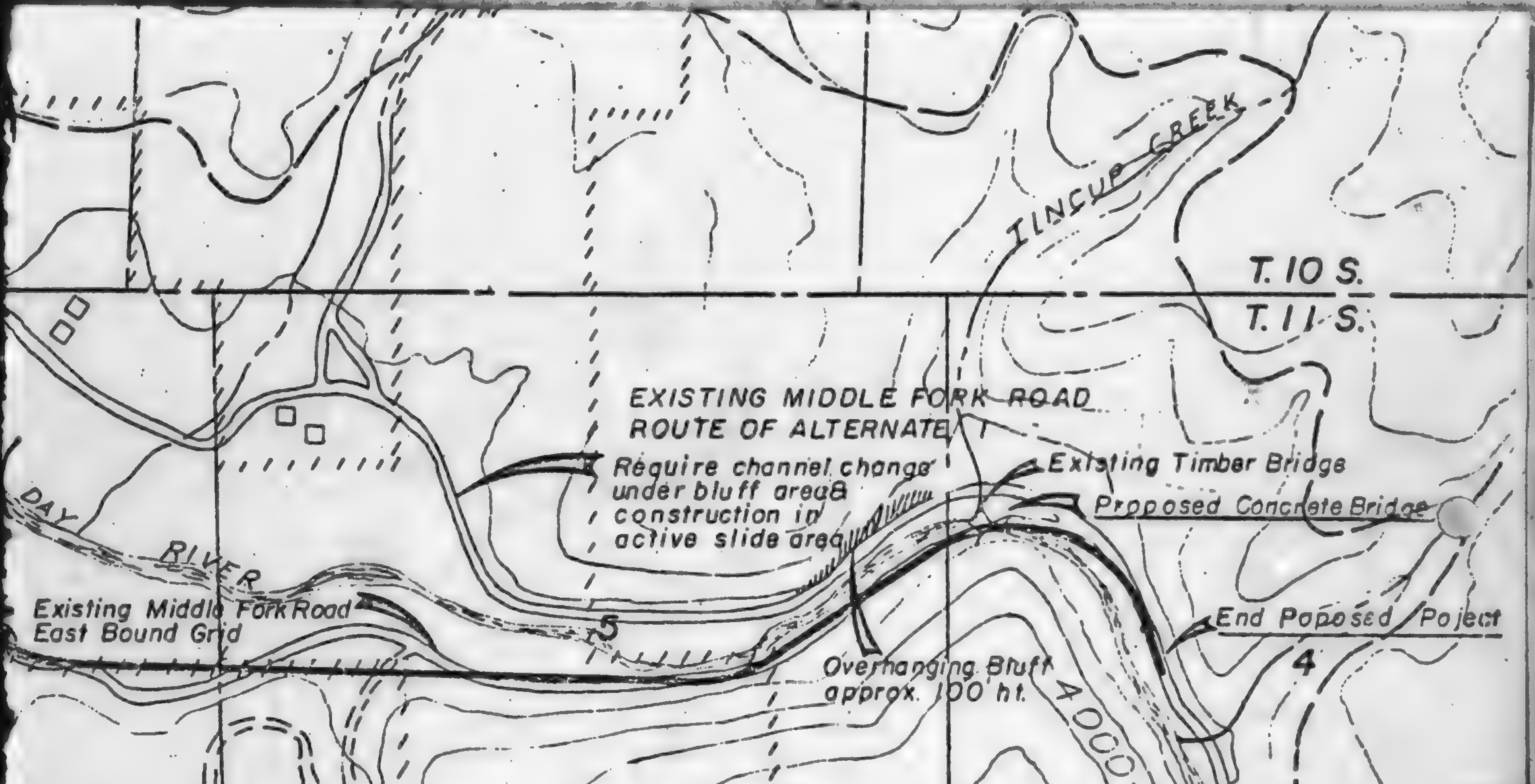
AUSTIN
Austin Jct.
FOREST
MALHEUR
NATIONAL
NATIONAL
OXBOW SECTION
PRAIRIE CITY
Susanville
Galena


ade
3800
MIDDLE
FORK
JOHN
DAY
RIVER
Existing Timber Bridge
OUTE OF PROPOSED PROJECT
ALTERNATE 3
3800
RUBY
CREEK
4000
6
Existing Middle Fork Road
East Bound Grid
U.S.

SKETCH MAP
SCALE 1" = 1/4mi


TINCUP CREEK
T. 10 S.
T. 11 S.
EXISTING MIDDLE FORK ROAD
ROUTE OF ALTERNATE 1
Require channel change under bluff area & construction in active slide area
Existing Timber Bridge
Proposed Concrete Bridge
DAY RIVER
Existing Middle Fork Road
East Bound Grid
5
End Poposed Poject
4
Overhanging Bluff approx. 100 ht.
4000
U.S. FOREST BDRY.
4437 +
MAP
1/4 mi

OREGON EAST ENGINEERING INC.
MT. VERNON, OREGON

MAP OF PROPOSED, OX-BOW SECTION
MIDDLE FORK, JOHN DAY RIVER ROAD

OSK
Grant Co

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
November 4, 1975

FILE: PRO 4-3

FROM: L. W. Rulifson
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Oxbow
Middle Fork, John Day River
Grant County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

Approved 11/5/75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
District 14 : C. K. Ansell

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☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNME

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

# Memorandum

DATE: October 31, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon OS-1200(-)
Oxbow
Middle Fork, John Day River
Grant County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's October 3 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

As this project provides for the construction of two river crossings and will encroach upon a flood plain we would recommend that continuous consultation be sought with the State and U.S. Fish and Wildlife Services throughout the development and construction of this project.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kuppus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Jim Kennedy, Reg Env

NOTED
E. S. HUNTER

PROJECT MANAGEMENT SECTION
ROUTING | ACTION
ENGINEER
PROJ. DEV. ENGR.
ENGR.
COUNTY CITY
FEDERAL AID
INVENTORY-RECOR
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
NOV - 3 1975

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| ✓ | | | | | |

BEN GIFFORD

## Oregon State Highway Division

## PROJECT ENVIRONMENTAL ASSESSMENT

Date September 29, 1975

### A. PROJECT IDENTIFICATION

Name of Project Oxbow (Section) 0S-1200 (-)

Location of Project - Middle Fork, John Day River (Highway Name) ________ (Highway No., US - ORE)

________ (City) Grant (County) 5 (Region)

Program O.S.R. (Funding) $500,000 (Estimated Cost) ________ (Prefix)

### B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Realign a section of road, thus detouring several costly slide areas and a dangerous overhanging cliff. Also to improve the geometric standards of this section to an adequate level for the ADT.

Origin and History: Originally constructed after the abandonment of the narrow quage railroad along the Middle Fork, to allow timber haul and access to local ranches and recreation.

### C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3 3/4 mile, plus or minus

Termini Beginning approximately ½ mile SE from Sunshine Guard Station, in the NW¼, NW¼, sec. 36, T 10S, R 33E, W.M., ending approximately ¼ mile east from the mouth of Tin Cup Creek in the SW¼, NW¼, sec. 4, T 11 S, R 34E, W.M.

Alignment (new or existing) New alignment adjacent to the Middle Fork, John Day River, along the southerly side. Alignment will follow existing one-way detour road and old railroad grade.

CATEGORY
3 PROJECT
non-major

Form (2)9-74

## Description of Project (cont.)

Right-of-Way (acreage and type of land use) 32 acres ± Land use consists of cattle grazing with adjacent land use of timber and recreation.

Typical Section 26 feet finish surface approximately 32 feet subgrade, 3:1 ditch slopes, ½:1-2:1 cut slopes and 1½:1 fill slopes.

Bikeway None

Structures Proposed concrete bridge near the project beginning and near the end of the project. Approximate dimensions will be 26 feet curb-curb X 50 feet length.

Additional Facilities Guard rail at bridge ends and standard roadway safety signing.

Access Control Existing road to be used for detour during construction. Access at beginning and end of project by means of existing road.

Materials Quarry for crushed and granular materials has not been selected.

Borrow and Waste Disposal No borrow or waste is anticipated.

Special Construction Methods Select fill materials used in areas of low stability.

Characteristics (ADT) Most recent ADT is 142, attached is a writing which summarizes traffic and design standards for the Middle Fork Road.

Note: This summary was prepared earlier for a different purpose, however it may contain some useful information.

Other General Information (or Supplemental information to items) This proposed project is a portion of the Middle Fork Road which begins at the Ritter junction on U.S. Highway 395, approximately 12 miles north from the town of Long Creek and ends approximately 1 mile north from the Austin junction on U.S. Highway 26, in the unincorporated settlement of Bates.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) Reconstruct road along the existing north side route with the expense and uncertainty of correcting the slide areas, and the necessity of a major channel change under the bluff area in order to relieve the road from overhang. Approximate length 3 and three quarter miles.

2) Reroute farther north. Alternate has not been studied in any detail as it would necessitate approximately 7 miles of new construction in steep rugged terrain.

3) Realign along the south side of the river, thus detouring the slide areas and overhang. Approximate length, 3 and three quarter miles. Will need to construct 2 bridges. This route is along the North slope where snow stays longer, however, alternate 3 is clearly the most attractive.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None. Public input will be solicited during formulation of the project.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required (One land owner involved.)

Type __________ Tentative Date(s) __________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted __________ Date Received __________

Expected Coordination with Local, State and Federal Agencies Grant County, Oregon Highway Division, FHWA, U.S. Forest Service.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Grant County Planning Commission, Grant County Recreation Committee, U.S. Forest Service Planners, Citizen Advisory Groups, Individual Ranchers, Timber Companies, etc.

## F. STATUS OF PROJECT DEVELOPMENT

### OSHD

Status Date

☐ Survey Authorization______________
☐ Reconnaissance______________
☐ Field Location______________
☐ Office Location______________
☐ Field Prel. Design______________
☐ Office Prel. Design______________
☐ Final Design______________
☐ Contract Plans______________

### FHWA

Status Date

☐ Systems Planning______________
☐ Prel. Engineering______________
☐ Corridor Approval______________
☐ Design Approval______________
☐ Plans, Specifications and Estimates Approval______________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)__________

Proposed project is located along the Middle Fork of the John Day River. Surrounding topography is mountainous, with mountain peaks rising to approximately 8,000 feet on the north and to the south. (See map for topography of immediate project area). Flora is dominated by large pondorosa pine and fir trees, with numerous groves of smaller pine and fir. Underbrush is sparce with some mountain mahogany and juniper on the more exposed ridge tops. Meadow grass is prevelent along the river bottom land and there is some bunch grass in the forest areas. Animal life consists of deer, elk, bear, bobcats, coyotes and a variety of small animals such as raccoon, mink, weasels, and badger. There is also a normal variety of bird life as is found in Eastern Oregon. There are trout in the streams and steelhead trout spawn in the streams. Soil features a thin layer 0-2' sandy silt topsoil over a predominate conglomerate formation of cemented river gravel. Water and drainage features can best be viewed by consulting the sketch map.

## Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use in the immediate project area is cattle ranching with timber harvest and recreational uses (hunting fishing and sight seeing) being the prevelent use in the surrounding national forest lands. The project will yield no change in the noise, air or aesthetics of the area, except during construction, at which time the effects will be minimal.

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately 32 acres will be required.

Consequences:

None. The proposed routing will utilize land already occupied by existing roads and old railroad grade.

2. Estimated Changes in Traffic Patterns:

Change in existing dangerous one-way grid to a normal two-way road. (See sketch map)

Consequences:

Enhance the safety features and provide for a unconfused route in that area.

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

The land owner of the adjacent propoerty and the U.S. Forest Service would like the road in the location proposed in alternate "3" item "D" (see sketch map) however, one resident in the area would like to reconstruct the road along its existing route. His reasons have not been stated.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N.A.

   b. Noise Standards

      N.A.

   c. Water Quality Standards

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | X | | |
| Urban Economist | X | | |
| Water Quality Spec. | | X | |
| Acoustical Engineer | X | | |
| Air Quality Engineer | X | | |
| Cultural Geographer | X | | |
| Urban Planner | X | | |
| Geologist | | X | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

## Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

## J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

## K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☒ Non-Major Action

## L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☒ Assessment Only
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ______________________

## Summary of Traffic Volumes & Commensurate Geometric Design Standards for Proposed Middle Fork Rd.- Grant County

Traffic volume data for the year of 1972 is compiled as follows: At Sunshine Guard Station 1568 log load receipts were collected. At the O'Rourke Ranch 10,293 log load receipts were collected, it is probable that not all the loads passing the O'Rourke Ranch used the Middle Fork Rd., consequently the receipt count will arbitrary be reduced by 25%. Thus, assuming that 7720 loads of logs passing the O'Rourke Ranch actually used the Middle Fork Rd. This yields a total of 11,861 loaded log trucks traversing the road in 1972.

All traffic counts for design purposes are reduced to average daily traffic (A.D.T.) for roads of this type (none urban) The above yields an A.D.T. of 32.5. Also to be considered are the return of unloaded trips for a like A.D.T. of 32.5.

Other traffic, as recorded from an electronic traffic counter yield an A.D.T. of 77.1.
The above sample is the only documented traffic data obtainable and it would be desirable to have a larger sampling. However, this gives a good indication of some recent use on the road, showing a total A.D.T. of 142.1.

In reviewing the Grant County Planning Commission, "Transportation Committee Report", I find the estimated projected traffice volumes to 1988 as follows:

| | |
|---|---|
| Local traffic other than log trucks | 50 A.D.T. |
| Recreational traffic | 130 A.D.T. |
| Timber and lumber products | 20 A.D.T. |
| Total | 200 A.D.T. |

When the 1972 traffic summary of 142.1 A.D.T. is projected by a design factor of 1.2 the design A.D.T. becomes 170. This becomes reasonably consistant with the transportation committee's projected traffic of 200 and it appears that a prudent design A.D.T. would be in that range.

When considering the above A.D.T. certain geometric design standards have been adopted by the various agencies and groups. These standards are considered to be the minimum, which will allow safe and adequate traffic movement for a given volume of traffic, under rural transportation requirements. The development of this criteria is based on many years experience as well as continuing research into the art of road building.

A brief outline of the standards proposed for the Middle Fork Rd. are as follows:

Finished roadbed width-26'
Surfaced width -22'
Vertical and horizontal alignment which will allow 35 M.P.H. design speed.

As a comparison the National Assoc. of County Engineers "Rural Design Geometric Standards and State Highway Minimum Standards" are attached.

It should be recognized that the criteria given in the road standards shown herein is a most basic and brief reduction of the overall design considerations, and that the combined affects of all individual criteria must be taken into account in all cases, to insure that hazardous or inadequate results do not occur. Some examples of conditions which may meet a specific road standard, but not be consistent with its intent are the use of sharp curves at the ends of long straight stretches, abrupt reversals in alignment, short tangents between two curves in the same direction and lack of coordination between vertical and horizontal alignment.

When the above conditions are observed it is apparent that the proposed layout and standards for the Middle Fork Rd. are only adequate and not excessive if re-construction is to be undertaken.

Douglas M. Ferguson P.E.

Grant County Engineer

8760

OSR
Grant Co

**OREGON STATE**
**HIGHWAY DIVISION**

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

October 16, 1975

Re: **Off-System Project**
**Oxbow Section**
**Middle Fork John Day**
**River Road**
**Grant County**

Richard A. Nichols
Area Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

Dear Dick:

Pursuant to your verbal request, I enclose an addendum to the environmental assessment submitted by Doug Ferguson, Oregon East Engineering, in behalf of Grant County.

The addendum confirms verbal commitments concerning construction of the roadway within the flood plain of the Middle Fork, John Day River.

Please advise if further information is needed to process the project.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: Francis Cole
Doug Ferguson
Gary Potter
George Hopkins

Hal
H

RECEIVED
COUNTY & CITY SECTION
OCT 22 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
SCHEDULE
REMARKS:
OCT 20 1975

Oxbow Section Middle Fork John Day River Road

Grant County Oregon

Addendum

Project Environmental Assesment

## Section C. Description of Project

### Special Construction Methods

For those areas which may encroach on the river flood plain, particularly at the river crossings, the grade will be placed at an elevation which will allow flood flows to pass over the grade. In so doing, it will be necessary to provide special protection to the roadway prism and structures in the form of rip-rap slope protection, rock gabions or whatever means is deemed appropriate during the design of the project.

8760

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

SALEM

FILE:

October 10, 1975

Robert H Prange

FROM: Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT: OSR Program Request
Project No. OS-1200(1)
See clif

TO: D. E. Swan
Federal Aid Engineer
Project Management Section

County: Grant

Section: Oxbow Section of Middle Fork John Day River Road

Termini: Approximately 20 miles east of the town of Long Creek.

Proposed Work: All phases of PE along with grade, surface, and two structures.

Project Length: Approximately 3.75 miles.

16000
3145
19145

| Costs: | Total | Federal | County |
|---|---|---|---|
| PE, Consultant | $ ~~16,000~~ 19145 | $ ~~12,480~~ 14,933 | $ ~~3,520~~ 4212 |
| PE, State | ~~2,900~~ 1400 | ~~2,262~~ 1092 | ~~638~~ 308 |
| Construction | ~~481,100~~ 479,455 | ~~375,258~~ 373,975 | ~~105,842~~ 105,480 |

(includes $3,145 Testing)

Existing Facilities: Existing roadway has a gravel top width of 22- to 28 feet. Also two timber bridges, each being approximately 40 feet long with a 20-foot roadway (Coyote Bluff Bridge and Sunshine Guard Station Bridge).

Adjacent Sections:
East End)
West End) 26-foot gravel roadway on each end.

Project Data: All phases of PE for this project. Grade, base and gravel surface on 3¾ miles of roadway on improved alignment to a top width of 28 feet. Also construct two reinforced slab deck bridges, each being approximately 50 feet long with 28-foot roadways. No sidewalks. Contractor to remove and dispose of the existing bridges, install guardrail, place riprap. County will sign outside work area and will be responsible for the detour. Engineering is to be done by a consulting firm (Oregon East Engineering, Inc.).

Right-of-way: Minimum 60 feet.

Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: None.

Route Data: This is a school-bus, mail, and log-hauling route.

Public Hearing: Will be offered.

Environmental Assessment: Required.

Park and Recreation Area Affected: None.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

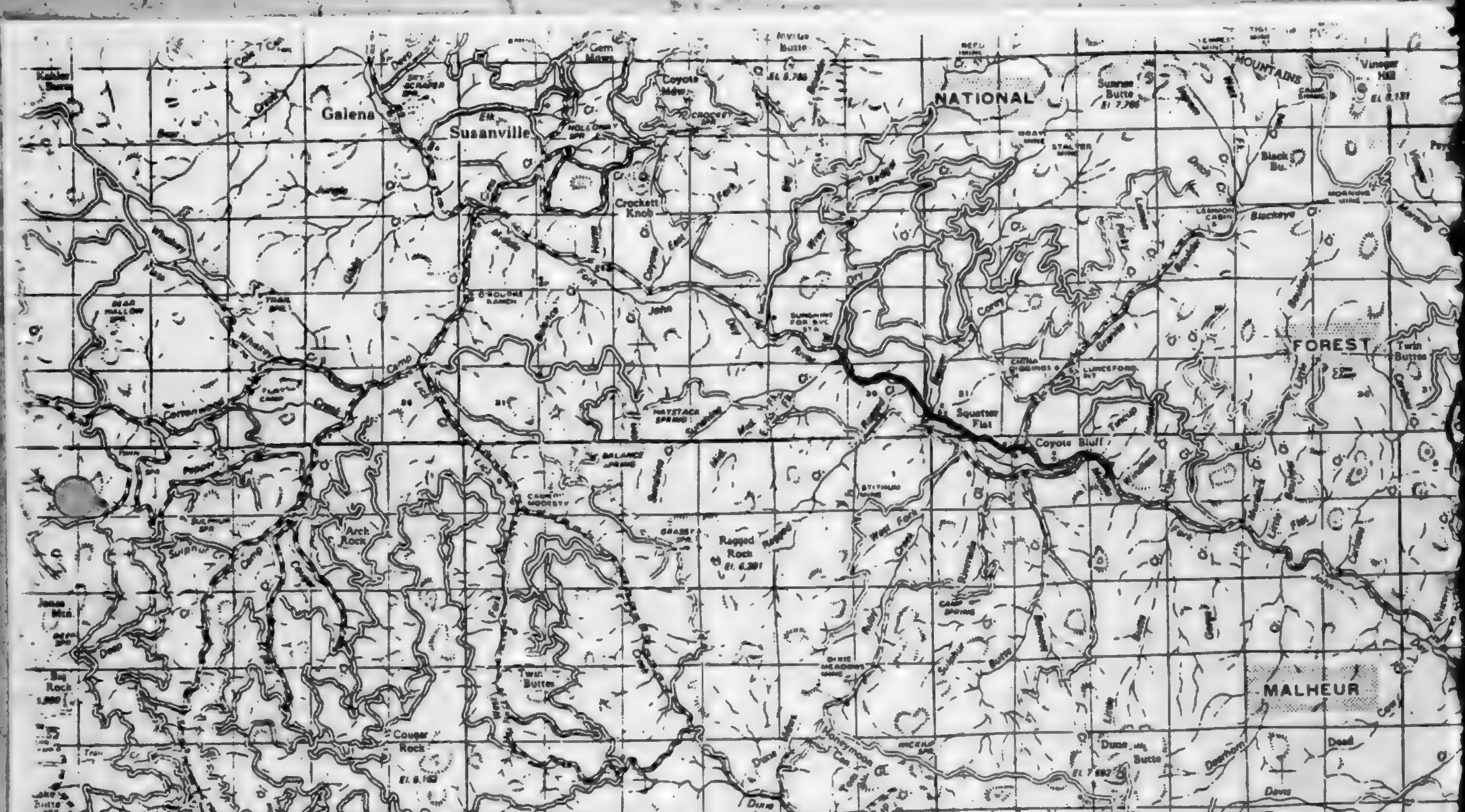
U.S. Army:

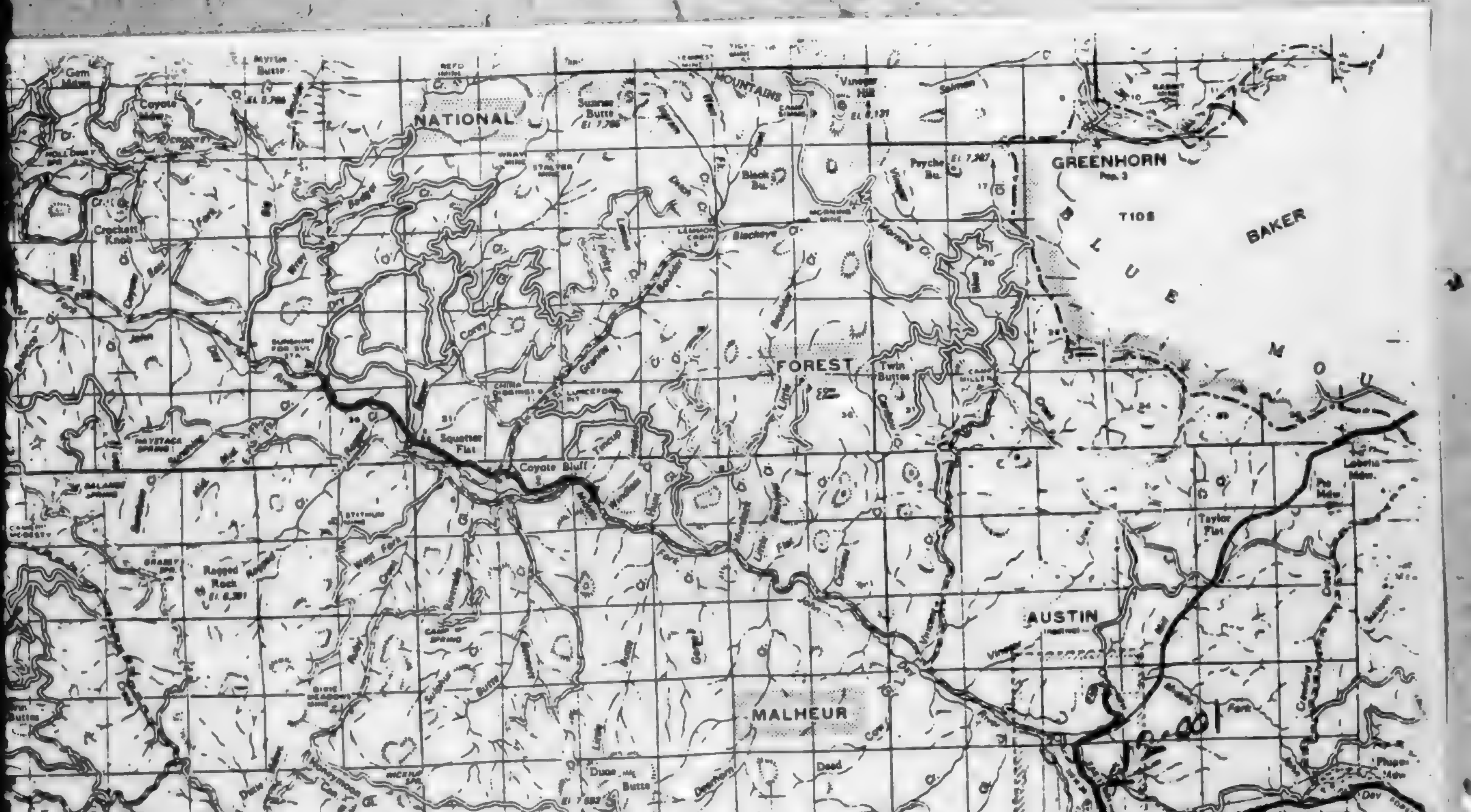
Approved by D.O.T.: 8/27/75

ADT: 170 present.

HR:mm

Att.


Galena
Susanville
Gem Mdw.
Coyote Mdw.
Crockett Knob
NATIONAL
Sunrise Butte
El. 7,706
MOUNTAINS
Vinegar Hill
Black Bu.
Blackeye
FOREST
Twin Buttes
Squaw Flat
Coyote Bluff
Haystack Spring
Balance Spring
John
Arch Rock
Ragged Rock
El. 6,391
Camp Spring
Twin Butte
Cougar Rock
El. 6,162
Big Rock
Jones Mtn.
Lake Butte
Coxie Mdw.
Round Top
MALHEUR
Dixie Butte
El. 7,592
Dixie Spring
Dead
Standard Mine
Dixie Summit
Blue Mountain Youth Camp
Dixie Forest Camp
Rocco Peak
El. 4,827
Eureka
NATION
PRAIRIE CITY


NATIONAL
MOUNTAINS
Myrtle Butte
Gem Mdw.
Coyote Mdw.
Crockett Knob
Sunrise Butte
Vinegar Hill
Black Bu.
Psyche Bu.
Blackeye
GREENHORN
Pop. 3
T10S
BAKER
BLUE
MOU
FOREST
Twin Buttes
Squatter Flat
Coyote Bluff
Ragged Rock
Taylor Flat
AUSTIN
MALHEUR
Dixie Butte
Austin Jct.
Dixie Summit
Bridge Creek Mdw.
NATIONAL
Eureka
Grouse Knob
PRAIRIE CITY
Pop. 840

8760

OSR
Grant Co

**OREGON STATE**
**HIGHWAY DIVISION**

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

September 30, 1975

Re: Off-System Roads Program
Consultant Agreement

Doug Ferguson
Oregon East Engineering
Mt. Vernon, Oregon 97865

Dear Doug:

In your Consultant Agreement with Grant County, Attachment "A", item E-1, you identify a "lump sum amount shall be used as shown in the General Provisions", which is $16,000 for preliminary engineering.

In order to obtain F.H.W.A. approval, it will be necessary to furnish a basis for determining the lump sum amount.

I am enclosing an approved example of determining job costs, which you may wish to employ in showing your basis for the lump sum item. The statement will become a part of Exhibit A.

Please call should you have any question.

Sincerely,

RC Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: Francis Cole
R. H. Prange

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COUNTY & CITY SECTION
OCT 1 - 1975
☐ ENGR. ☐ COOR. ☐ CR ☐ AE ☐ UE
☐ UPE ☐ CE ☒ US ☒ RPE ☐

8760

8

September 26, 1975

Grant County Court
Courthouse
Canyon City, OR 97820

Attention: John Liveira
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5459

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Oxbow Section of the Middle Fork, John Day River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

8760

OSR
Canyon City

1859

**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

Robert Straub
XXXXXXXXX

September 26, 1975

Re: Consultant Agreement
Off-Systems Road Program

The Honorable Francis Cole
Grant County Courthouse
Canyon City, Oregon 97820

Dear Judge Cole:

The Consultant Agreement covering your proposed Off-Systems road project is not acceptable in its present form and is being returned to you for correction.

The consultant must show proper fee schedules and estimates of charges and costs to substantiate the lump sum figure shown under General Provisions, item 2, Payment, sub-items a and b.

Attached is an example of an acceptable schedule of fees and charges, which you and your consultant may wish to use as a guide.

Please give this matter your early consideration so we may proceed with development of your project.

Sincerely,

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachment

cc: Doug Ferguson, Oregon East Engineering
R. H. Prange ✓

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COUNTY & CITY SECTION
SEP 29 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

8760

Salem, Oregon
September 24, 1975

Robert H. Prange
Rural Engineer

Off-System Roads Project
Grant County
Oxbow Section
Middle Fork, John Day River

Mr. Roger Lang
Federal Aid Engineer, Region 5
LaGrande

The consulting engineering firm (Oregon East Engineering Inc., P.O. Box 277, Mt. Vernon, Oregon 97865) Grant County has retained for this project has used the "Rural Roads Design Geometric Standards" as a basis for this program. This is incorrect, they should be using the "Geometric Design Guide for Local Roads and Streets" as standards. This will make the top width of the roadway two feet wider than their request status. Would you please inform them.

HR:dp

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

3760

OSR
Grant Co

Have Roger Lang
send in letter
regarding the Free
Bridge design. Also
include the time
for the field
investigation

PER LAG 61 9-23-75 10.44 AM

DON HARWELL
COUNTY-CITY

RE OFF SYSTEM PROJECT
OXBOW SECTION
GRANT COUNTY

JUDGE COLE ACCEPTS THE DESIGN OF STRUCTURES AS IDENTIFIED IN THE INTERIM GUIDELINES FOR OFF-SYSTEM ROADS.

R C LANG

JE04.

Existing road has a gravel top width
of 22-28 feet

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8760

Form E-39 (Rev. 9-71)

DIST. 12
OSR
Grant Co

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Oxbow Section

Highway Middle Fork John Day Rd.

County Grant

Date September 12, 1975

Authorization No.

Survey Prefix 212 - 1997 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

Beginning at a point about 1/2 mile southeast of the Sunshine Guard Station on the Middle Fork John Day River Road, thence southwesterly about 4 miles along an abandoned railroad grade and existing roadway to a point about 1/2 mile southeast of Coyote Bluff on the existing alignment of the Middle Fork John Day Road.

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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

| | | |
|---|---|---|
| Monitor work (P.E.) performed by consultant | 901 | $500.00 |
| Final design and review | 905 | 200.00 |
| Environmental assessment and review | 923 | 200.00 |
| Prepare plans and specifications | 921 | 500.00 |
| | | $1,400.00 |

Estimate of cost:

OS - 1200 (-)

---

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

| | |
|---|---|
| Total estimated cost of survey | $ 1,400.00 |
| Previous authorization | |
| Additional authorization requested | |
| Additional authorization approved (Salem) | |
| Total all authorizations approved (Salem) | |

---

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D. Wolfe
Location Engineer

Approved:

E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
F. E. APPR. 1-27-76
FED. AID

8760

OS 1200(1)

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
September 12, 1975

FROM: R. C. Lang
Regional Federal Aid Engineer

R C Lang

TO: George Hopkins
Project Development Engineer
Project Management Section

SALEM

SUBJECT: Proposed Off-System Project
Oxbow Section
Middle Fork John Day River Road
Grant County

Attached is the following information submitted by Grant County in support of the above subject project.

- 3 copies of executed Construction Finance Agreement.
- 3 copies of Consultant Agreement
- 1 Check in the amount of $3,828, which is 22% of consultant's preliminary engineering fee and the Highway Division's estimated cost for preliminary engineering.

Please advise if further information is needed in order to submit the project to F.H.W.A. for approval.

Advance Deposit To Finance 9-18-75

Authority For Survey to Vic Wolfe 9/18/75

Constr. Finance Agree. to Hunter 9-18-75

RCL:je
Attachments

cc: Judge Cole
Doug Ferguson

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SEP 18 1975
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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT SECTION

| Routing | Action | Init. |
|---|---|---|
| [illegible] Hunter | | |
| [illegible] Dev. Engr. | | |
| Office Engr. | | |
| County-City SEP 15 1975 | | |
| Federal Aid | | |
| Inventory-Needs | | |
| Mileage Control | | |
| [illegible] & Schedule | | |

8760

OSR
Grant Co

**OREGON STATE HIGHWAY DIVISION**

P. O. Box 850
La Grande, Oregon 97850

Robert Straub
XXXXXXXXXX

Telephone 963-3177

September 4, 1975

Re: Proposed Off-System Project
Oxbow Section
Middle Fork John Day River Road
Project No. OS-1200(-)

The Honorable Francis Cole
Grant County Courthouse
Canyon City, Oregon 97820

Dear Judge Cole:

I am pleased to advise you the Oregon Department of Transportation Commission approved your request for an off-system project at its regular meeting on August 27, 1975.

In order to present the proposal to the Federal Highway Administration for authorization of Preliminary Engineering, the following items are required:

1. Three copies of the consultant agreement, showing original signatures, which the county has executed with Oregon East Engineering, Inc.
2. Three signed copies of the project agreement. Four copies are enclosed, please retain one copy for your interim records. A fully executed copy will be returned after full approval has been granted.
3. Your advance deposit of 22% of the consultant's estimate of preliminary engineering and the Highway Division's anticipated costs as shown below:

   P.E. as described by consultant under general provisions and in Exhibit A in the consultant agreement.

   $16,000 x 22% = $ 3,520.00

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SEP 5 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT SECTION
ROUTING
ENGINEER
ENGR.
UTILITY-CITY
FEDERAL AID
NEEDS
CONTROL
SCHEDULE
REMARKS:
SEP - 5 1975

Anticipated costs by Highway Division during P.E.

| | |
|---|---|
| Monitor P.E. work by consultant | $ 500.00 |
| Final Design and review | 200.00 |
| Environmental assessment and review | 200.00 |
| Prepare plans and specifications | 500.00 |
| | $ 1,400.00 |

$1,400 x 22% = $308

Total advance deposit required - $3,828.00

Upon receipt of the above items the Highway Division will program preliminary engineering for F.H.W.A. approval.

You will be notified by this office when F.H.W.A. approval has been granted and work may begin.

Please contact me should you have any question.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R C Lang
R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: George Hopkins ✓

8760 8

# OREGON STATE
# HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 19, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed OSR Projects**

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Road (OSR) projects on rural roads and streets. The projects requested by the local agencies are listed as follows:

## COUNTY-REQUESTED PROJECTS

Clackamas County. Construct a 32-foot wide concrete "T" beam and continuous concrete deck structure 190 feet long on the Petes Mountain Road (Weis Bridge). The estimated cost of this project is $462,000.

Clatsop County. Construct two 28-foot by 68-foot structures on the Klaskaninie River (Rock Bluff and Smiley's Hole Bridges). The estimated cost of this project is $190,000.

Douglas County. Construct a 30-foot wide concrete structure approximately 300 feet long on the South Umpqua River (Gazley Bridge). The estimated cost of this structure is $345,000.

Grant County. Grade, drain and base the Oxbow section of the Middle Fork, John Day River Road. The estimated cost of this project is $500,000.

Lane County. Grade, drain, base and pave a seven-mile section starting at State Primary Highway No. 36, northerly on the North Fork, Siuslaw Road. The estimated cost of the project is $500,000.

## CITY-REQUESTED PROJECTS

City of Canby. Grade, drain, base and pave N. Second Avenue, N. Third Avenue and N. Juniper Street sections. The estimated cost of the project is $102,000, of which $2,000 is 100 percent city costs.

City of Coquille. Grade, drain, base and pave Collier Street from 10th Street to 16th Street. The estimated cost of the project is $120,000, of which $20,000 is 100 percent city costs.

The total estimated cost of these projects is $2,219,000, of which $1,713,660 will be Federal costs, and $505,340 will be the responsibility of the local agencies. There will be no cost to the state.

These projects will be on the agenda for the August 27 meeting, and I recommend your approval.

Attachments

bc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
Jack Graham
Gary Sund

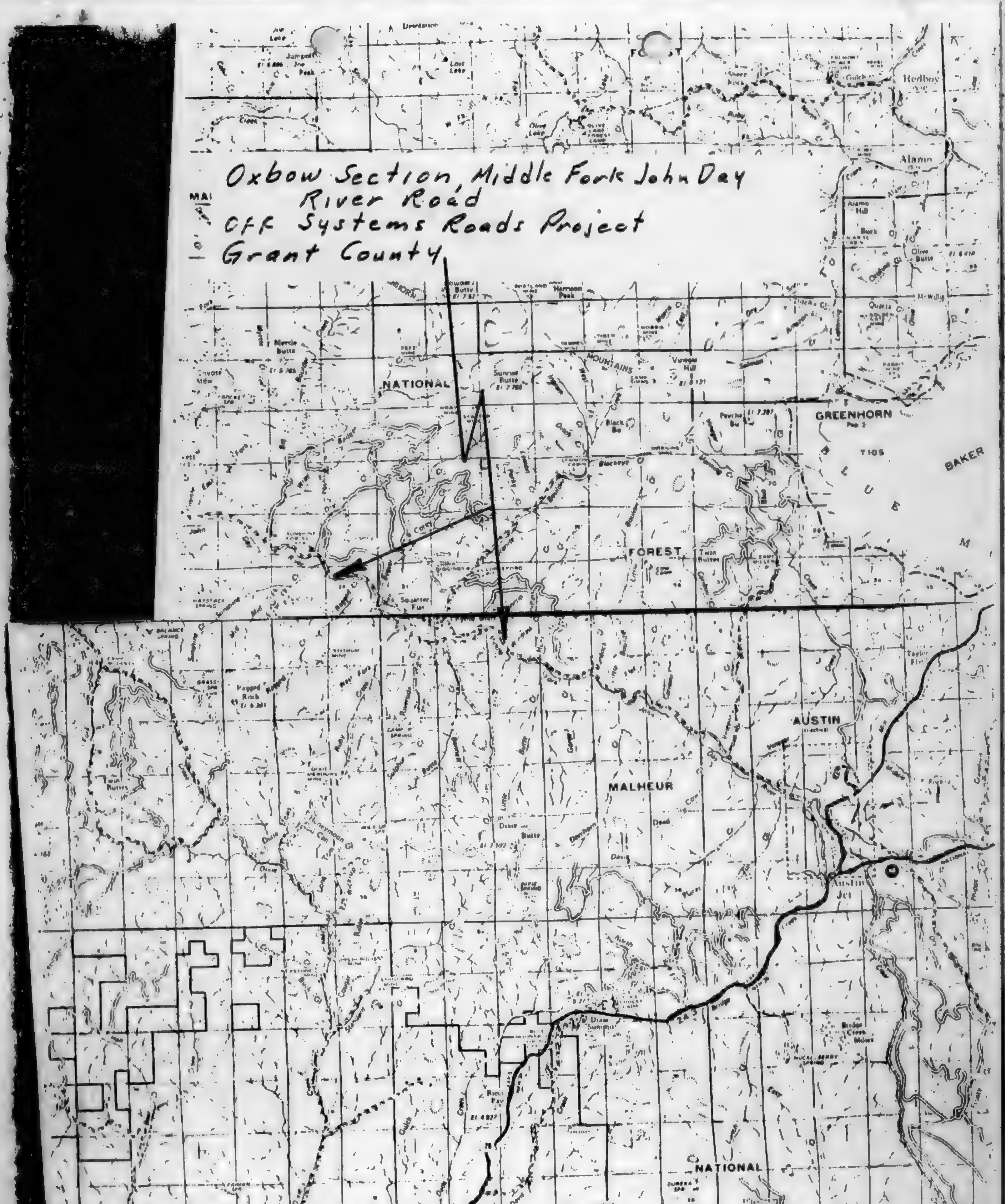
FFH:scr jwa

GRANT COUNTY
Proposed OSR Project

Project No. OS-1200(-)
Middle Fork, John Day River Road, Oxbow Section
Coyote Bluff and Sunshine Guard Station Bridges
Grade, Drain and Base
$500,000

Grade, drain and base a roadway 26 feet in width. Also construct two concrete slab-span structures 50 feet in length each. Additional right-of-way is required. A hearing will be necessary. County has requested the use of a consultant (Oregon East Engineering, Inc.).

75-b
8/18/75



Oxbow Section, Middle Fork John Day
River Road
Off Systems Roads Project
Grant County

Desolation
Jumpoff Joe Peak
Lost Lake
Olive Lake
Sheep Rock
Redboy
Alamo
Alamo Hill
Buck
Olive Butte
Harrison Peak
Myrtle Butte
Coyote Mdw
NATIONAL
MOUNTAINS
Sunrise Butte
Vinegar Hill
Black Bu
Psyche Bu
GREENHORN
BAKER
B L U E
M
FOREST
Twin Buttes
Squatter Flat
Balance Spring
Ragged Rock
Twin Buttes
Honeymoon
Dixie Butte
MALHEUR
AUSTIN
Austin Jct
Taylor Flat
Dixie Summit
26
Bridge Creek Mdws
NATIONAL
Eureka
Grouse Knob
PRAIRIE CITY

8760

FORM 81-734-3030

FILE:

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 7, 1975

R. C. Lang

FROM: R. C. Lang
Regional Federal Aid Engineer

TO: Don Harwell
County-City Engineer

SALEM

SUBJECT: Proposed Project
Section 219, Off-System
Oxbow Section
Middle Fork John Day River Road
Grant County

MISC. CONTRACTS and
AGREEMENTS No. 9553

Ore. East Engr., Inc.

Enclosed is project application, environmental assessment, consultant agreement and sketch map covering the above subject project, submitted by Judge Francis Cole of Grant County.

Preliminary field review has been made and the application data appears to be in order.

Please advise if further information is needed to proceed with approval of the project.

RCL:je
Attachments

CC: Judge Cole

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COUNTY & CITY SECTION
AUG 8 - 1975
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5760

PROPOSED 219 PROJECT

Oregon State Highway Division

OS-1200(1)

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 15, 1975

## A. PROJECT IDENTIFICATION

Name of Project Oxbow (Section)

Location of Project - Middle Fork, John Day River (Highway Name) (Highway No., US - ORE)

(City) Grant (County) 5 (Region)

Program $390,000 (Funding) $500,000 (Estimated Cost) (Prefix)

## B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Realign a section of road, thus detouring several costly slide areas and a dangerous overhanging cliff. Also to improve the geometric standards of this section to an adequate level for the A.D.T.

Origin and History: Originally constructed after the abandonment of the narrow guage railroad along the Middle Fork, to allow timber haul and access to local ranches and recreation.

## C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3-and three fourth mi. , plus or minus

Termini Beginning approximately $\frac{1}{2}$ mi. S.E. from Sunshine Guard Station, in the NW$\frac{1}{4}$, NW$\frac{1}{4}$, sec. 36, T 10S, R 33E, W.M., ending approximately $\frac{1}{4}$ mi. east from the mouth of Tin Cup Creek in the SW$\frac{1}{4}$, NW$\frac{1}{4}$, sec. 4, T 11S, R 34E, W.M.

Alignment (new or existing) New alignment adjacent to the Middle Fork, John Day River, along the southerly side. Alignment will follow existing one-way detour road and old railroad grade.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) 32 acres ± Land use consists of cattle grazing, with adjacent land use of timber and recreation.

Typical Section 26 ft. finish surface approximately 32 ft. subgrade, 3:1 ditch slopes, ½:1-2:1 cut slopes and 1½:1 fill slopes.

Bikeway none

Structures Proposed concrete bridge near the project beginning and near the end of the project. Approximate dimensions will be 26 ft. curb-curb x 50 ft. length.

Additional Facilities Guard rail at bridge ends and standard roadway safety signing.

Access Control Existing road to be used for detour during construction. Access at beginning and end of project by means of existing road.

Materials Quarry for crushed and granular materials has not been selected.

Borrow and Waste Disposal No borrow or waste is anticipated.

Special Construction Methods Select fill materials used in areas of low stability.

Characteristics (ADT) Most recent A.D.T. is 142, attached is a writing which summarizes traffic and design standards for the Middle Fork Road.

Note: This summary was prepared earlier for a different purpose, however it may contain some useful information.

Other General Information (or Supplemental information to items)

This proposed project is a portion of the Middle Fork Road which begins at the Ritter junction on U.S. Highway 395, approximately 12 miles north from the town of Long Creek and ends approximately 1 mile north from the Austin Junction on U.S. Highway 26 in the unincorporated settlement of Bates.

Project Sketch Map is Attached: ☒ Yes ☐ No

## D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) Reconstruct road along the existing north side route with the expense and uncertainty of correcting the slide areas, and the necessity of a major channel change under the bluff area in order to relieve the road from overhang. Approximate length 3 and three quarter miles.

2) Reroute farther north. Alternate has not been studied in any detail as it would necessitate approximately 7 miles of new construction in steep rugged terrain.

3) Realign along the south side of the river, thus detouring the slide areas and overhang. Approximate length, 3 and three quarter miles. Will need to construct 2 bridges. This route is along the North slope where snow stays longer , however alternate 3 is clearly the most attractive.

## E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) none Public input will be solicited during formulation of the project.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required (ONE LAND OWNER INVOLVED)

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies Grant County, Oregon Highway Division, F.H.W.A., U.S. Forest Service

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Grant County Planning Commission, Grant County Recreation Committee, U.S. Forest Service Planners, Citizen Advisory Groups, Individual Ranchers, Timber Companies, ect;

## F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization__________

☐ Reconnaissance__________

☐ Field Location__________

☐ Office Location__________

☐ Field Prel. Design__________

☐ Office Prel. Design__________

☐ Final Design__________

☐ Contract Plans__________

FHWA

Status Date

☐ Systems Planning__________

☐ Prel. Engineering__________

☐ Corridor Approval__________

☐ Design Approval__________

☐ Plans, Specifications and Estimates Approval__________

## G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Proposed project is located along the Middle Fork of the John Day River. Surrounding topography is mountainous, with mountain peaks rising to approx. 8,000 ft. on the north and to the south. (See map for topography of immediate project area) Flora is dominated by large pondorosa pine and fir trees, with numerous groves of smaller pine and fir. Underbrush is sparce with some mountain mahogany and juniper on the more exposed ridge tops. Meadow grass is prevelent along the river bottom land and there is some bunch grass in the forested areas. Animal life consists of deer, elk, bear, bobcats, coyotes and a variety of small animals such as raccoon, mink, weasels, and badger. There is also a normal variety of bird life as is found in Eastern Oregon. There are trout in the streams and steelhead trout spawn in the streams. Soil features a thin layer 0-2' sandy silt topsoil over a predominate conglomerate formation of cemented river gravel. Water and drainage features can best be viewed by consulting the sketch map.

## Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use in the immediate project area is cattle ranching with timber harvest and recreational uses (hunting fishing and sight seeing) being the prevelent use in the surrounding national forest lands. The project will yield no change in the noise, air or aesthetics of the area, except during construction, at which time the effects will be minimal.

## H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Approximately 32 acres will be required.

Consequences: None. The proposed routeing will utilize land already occupied by existing roads and old railroad grade.

2. Estimated Changes in Traffic Patterns: Change the existing dangerous one-way grid to a normal two-way road. (see aketch map)

Consequences: Enhance the safety features and provide for a unconfused route in that area.

## Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: none

Consequences: none

4. Expected Adverse Effects on Natural Ecological Resources: none

Consequences: none

5. Expected Adverse Effects on Cultural and Scenic Resources: none

Consequences: none

6. Preliminary Identification of Areas of Critical Environmental Concern: none

7. Potential for Controversial Issues: The land owner of the adjacent property and the U.S. Forest Service would like the road in the location proposed in alternate "3" item"D" (see sketch map) however, one resident in the area would like to reconstruct the road along its existing route. His reasons have not been stated.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans N.A.

b. Noise Standards N.A.

c. Water Quality Standards

## I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

| PERSONNEL | EFFORT REQUIRED* | | |
|---|---|---|---|
| | Minimum | Average | Maximum |
| Biologist | x | | |
| Urban Economist | x | | |
| Water Quality Spec. | | x | |
| Acoustical Engineer | x | | |
| Air Quality Engineer | x | | |
| Cultural Geographer | x | | |
| Urban Planner | x | | |
| Geologist | | x | |

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

## J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

## K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☐ Non-Major Action

## L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________

PROPOSED 219 PROJECT

## Summary of Traffic Volumes & Commensurate Geometric Design Standards for Proposed Middle Fork Rd. - Grant County

Traffic volume data for the year of 1972 is compiled as follows: At Sunshine Guard Station 1568 log load receipts were collected. At the O'Rourke Ranch 10,293 log load receipts were collected, it is probable that not all the loads passing the O'Rourke Ranch used the Middle Fork Rd., consequently the receipt count will arbitrary be reduced by 25%. Thus, assuming that 7720 loads of logs passing the O'Rourke Ranch actually used the Middle Fork Rd. This yields a total of 11,861 loaded log trucks traversing the road in 1972.

All traffic counts for design purposes are reduced to average daily traffic (A.D.T.) for roads of this type (none urban) The above yields an A.D.T. of 32.5. Also to be considered are the return of unloaded trips for a like A.D.T. of 32.5.

Other traffic, as recorded from an electronic traffic counter yield an A.D.T. of 77.1.
The above sample is the only documented traffic data obtainable and it would be desirable to have a larger sampling. However, this gives a good indication of some recent use on the road, showing a total A.D.T. of 142.1.

In reviewing the Grant County Planning Commission, "Transportation Committee Report", I find the estimated projected traffice volumes to 1988 as follows:

| | |
|---|---|
| Local traffic other than log trucks | 50 A.D.T. |
| Recreational traffic | 130 A.D.T. |
| Timber and lumber products | 20 A.D.T. |
| Total | 200 A.D.T. |

When the 1972 traffic summary of 142.1 A.D.T. is projected by a design factor of 1.2 the design A.D.T. becomes 170. This becomes reasonably consistant with the transportation committee's projected traffic of 200 and it appears that a prudent design A.D.T. would be in that range.

When considering the above A.D.T. certain geometric design standards have been adopted by the various agencies and groups. These standards are considered to be the minimum, which will allow safe and adequate traffic movement for a given volume of traffic, under rural transportation requirements. The development of this criteria is based on many years experience as well as continuing research into the art of road building.

A brief outline of the standards proposed for the Middle Fork Rd. are as follows:

Finished roadbed width-26'
Surfaced width -22'
Vertical and horizontal alignment which will allow 35 M.P.H. design speed.

As a comparison the National Assoc. of County Engineers "Rural Design Geometric Standards and State Highway Minimum Standards" are attached.

It should be recognized that the criteria given in the road standards shown herein is a most basic and brief reduction of the overall design considerations, and that the combined affects of all individual criteria must be taken into account in all cases, to insure that hazardous or inadequate results do not occur. Some examples of conditions which may meet a specific road standard, but not be consistent with its intent are the use of sharp curves at the ends of long straight stretches, abrupt reversals in alignment, short tangents between two curves in the same direction and lack of coordination between vertical and horizontal alignment.

When the above conditions are observed it is apparent that the proposed layout and standards for the Middle Fork Rd. are only adequate and not excessive if re-construction is to be undertaken.

Douglas M. Ferguson P.E.

Grant County Engineer

table 3-1

## RURAL DESIGN GEOMETRIC STANDARDS
### (PRESENT STANDARDS)

| 20 YEAR PROJECTED A.D.T. VOLUME | TERRAIN | BASIS OF DESIGN | | SURFACE TYPE | SURFACE WIDTH | FINISHED ROADBED | DESIGN SPEED | MAX OF CU |
|---|---|---|---|---|---|---|---|---|
| Under 100 | Flat | Desirable | - - - | Traffic Bound | 22 | 28 | 45 | |
| | | Minimum | | | | 26 | 40 | |
| | Rolling | Desirable | - - - | Traffic Bound | 22 | 28 | 40 | |
| | | Minimum | | | | 26 | 35 | |
| | Mountainous | Desirable | - - - | Traffic Bound | 22 | 26 | 30 | |
| | | Minimum | | | | 24 | 30 | |
| 100 - 399 | Flat | Desirable | 5 Ton | Plant Mix | 22 | 30 | 50 | |
| | | Minimum | | Road Mix | | 28 | 45 | |
| | Rolling | Desirable | 5 Ton | Plant Mix | 22 | 30 | 50 | |
| | | Minimum | | Road Mix | | 28 | 45 | |
| | Mountainous | Desirable | 5 Ton | Plant Mix | 22 | 30 | 40 | |
| | | Minimum | | Road Mix | | 26 | 35 | |
| 400 - 999 (DHV - 60 to 159) | Flat | Desirable | 7 Ton | Plant Mix | 24 | 36 | 60 | |
| | | Minimum | | Road Mix | | 30 | 55 | |
| | Rolling | Desirable | 7 Ton | Plant Mix | 24 | 36 | 50 | |
| | | Minimum | | Road Mix | | 30 | 45 | |
| | Mountainous | Desirable | 7 Ton | Plant Mix | 24 | 36 | 45 | |
| | | Minimum | | Road Mix | | 28 | 40 | |
| 1000 - 2000 (DHV - 160 to 299) | Flat | Desirable | 7 T Ult. 9 T | Plant Mix or Concrete | 24 | 40 | 60 | |
| | | Minimum | 7 Ton | | | 32 | 55 | |
| | Rolling | Desirable | 7 T Ult. 9 T | Plant Mix or Concrete | 24 | 40 | 50 | |
| | | Minimum | 7 Ton | | | 32 | 45 | |
| | Mountainous | Desirable | 7 T Ult. 9 T | Plant Mix or Concrete | 24 | 40 | 45 | |
| | | Minimum | 7 Ton | | | 30 | 40 | |
| Over 2000 (DHV - Over 300) | Flat | Desirable | 9 Ton | Plant Mix or Concrete | 24 | 44 | 60 | |
| | | Minimum | 7 T Ult. 9 T | | | 34 | 55 | |
| | Rolling | Desirable | 9 Ton | Plant Mix or Concrete | 24 | 44 | 50 | |
| | | Minimum | 7 T Ult. 9 T | | | 34 | 45 | |
| | Mountainous | Desirable | 9 Ton | Plant Mix or Concrete | 24 | 44 | 45 | |
| | | Minimum | 7 T Ult. 9 T | | | 32 | 40 | 1 |

table 3-1

## RURAL DESIGN GEOMETRIC STANDARDS
### (PRESENT STANDARDS)

| TERRAIN | BASIS OF DESIGN | | SURFACE TYPE | SURFACE WIDTH | FINISHED ROADBED | DESIGN SPEED | MAX. DEGREE OF CURVATURE | MAX. GRADIENT |
|---|---|---|---|---|---|---|---|---|
| Flat | Desirable | - - - | Traffic | 22 | 28 | 45 | 8.5 | 4 |
| | Minimum | | Bound | | 26 | 40 | 11.5 | 5 |
| Rolling | Desirable | - - - | Traffic | 22 | 28 | 40 | 11.5 | 6 |
| | Minimum | | Bound | | 26 | 35 | 14.0 | 7 |
| Mountainous | Desirable | - - - | Traffic | 22 | 26 | 30 | 21.0 | 9 |
| | Minimum | | Bound | | 24 | 30 | 21.0 | 10 |
| Flat | Desirable | 5 Ton | Plant Mix | 22 | 30 | 50 | 7.0 | 4 |
| | Minimum | | Road Mix | | 28 | 45 | 8.5 | 5 |
| Rolling | Desirable | 5 Ton | Plant Mix | 22 | 30 | 50 | 7.0 | 5 |
| | Minimum | | Road Mix | | 28 | 45 | 8.5 | 6 |
| Mountainous | Desirable | 5 Ton | Plant Mix | 22 | 30 | 40 | 11.5 | 8 |
| | Minimum | | Road Mix | | 26 | 35 | 14.0 | 9 |
| Flat | Desirable | 7 Ton | Plant Mix | 24 | 36 | 60 | 4.5 | 3 |
| | Minimum | | Road Mix | | 30 | 55 | 5.5 | 4 |
| Rolling | Desirable | 7 Ton | Plant Mix | 24 | 36 | 50 | 7.0 | 5 |
| | Minimum | | Road Mix | | 30 | 45 | 8.5 | 6 |
| Mountainous | Desirable | 7 Ton | Plant Mix | 24 | 36 | 45 | 8.5 | 7 |
| | Minimum | | Road Mix | | 28 | 40 | 11.5 | 8 |
| Flat | Desirable | 7 T Ult. 9 T | Plant Mix | 24 | 40 | 60 | 4.5 | 3 |
| | Minimum | 7 Ton | or Concrete | | 32 | 55 | 5.5 | 4 |
| Rolling | Desirable | 7 T Ult. 9 T | Plant Mix | 24 | 40 | 50 | 7.0 | 5 |
| | Minimum | 7 Ton | or Concrete | | 32 | 45 | 8.5 | 6 |
| Mountainous | Desirable | 7 T Ult. 9 T | Plant Mix | 24 | 40 | 45 | 8.5 | 7 |
| | Minimum | 7 Ton | or Concrete | | 30 | 40 | 11.5 | 8 |
| Flat | Desirable | 9 Ton | Plant Mix | 24 | 44 | 60 | 4.5 | 3 |
| | Minimum | 7 T Ult. 9 T | or Concrete | | 34 | 55 | 5.5 | 4 |
| Rolling | Desirable | 9 Ton | Plant Mix | 24 | 44 | 50 | 7.0 | 5 |
| | Minimum | 7 T Ult. 9 T | or Concrete | | 34 | 45 | 8.5 | 6 |
| Mountainous | Desirable | 9 Ton | Plant Mix | 24 | 44 | 45 | 8.5 | 7 |
| | Minimum | 7 T Ult. 9 T | or Concrete | | 32 | 40 | 11.5 | 8 |

Rev. 12/11/68

## STATE OF OREGON MINIMUM STANDARDS FOR NEW CONSTRUCTION

## ON HIGHWAYS OTHER THAN FREEWAYS

| Highway Class | Two Lane | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F [1] | | | E | | | D | | | C | | | B | | | A | |
| Design Hourly Volume [2] | - - - - - - - | | | 5 to 60 | | | 60 to 110 | | | 110 to 215 | | | 215 to 430 | | | 430 to | |
| Corresponding A.D.T | 0 to 100 | | | 30 to 400 | | | 400 to 750 | | | 750 to 1500 | | | 1500 to 3000 | | | 3000 to | |
| Terrain | F | R | M | F | R | M | F | R | M | F | R | M | F | R | M | F | R |
| Design Speed, mph | 55 | 40 | 30 | 60 | 45 | 35 | 65 | 55 | 45 | 70 | 60 | 45 | 70 | 60 | 50 | 70 | 60 |
| Width Traveled Way, ft. | | | | | | | | | | | | | | | | | |
| Recommended | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 2 |
| Minimum | 20 | 20 | 20 | 20 [3] | or | 22 | 22 | 22 | 22 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 2 |
| Surface Type | Cr. Mat'l or Oil Mat | | | 0-11 Oil Mat | | | AC or Oil Mat | | | AC | | | AC | | | AC o | |
| Degree of Curvature, max. | 7 | 14 | 24 | 5 | 10 | 18 [4] | 4 | 7 | 10 | 3 | 5 | 10 | 2 | 5 | 8 | 3 | 5 |
| Stopping Sight Distance, ft. [5] | 415 | 275 | 200 | 475 | 315 | 240 | 550 | 415 | 315 | 600 | 475 | 315 | 600 | 475 | 350 | 600 | 475 |
| Passing Sight Distance, ft. | As Available | | | | | | | | | 2,900 for 65 mph or less; 3,200 for 70 mph | | | | | | | |
| Maximum Grade, % | 6 | 8 | 9 | 5 | 6 | 6 | 5 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 |
| Shoulder Width, ft. | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 8 | 8 | 8-4 [6] | 10 | 10 | 10-4 [6] | 10 | 10 |
| Type Shoulder Surface | Crushed Mat'l | | | Oil Mat | | | AC or Oil Mat | | | AC | | | AC | | | A | |
| Width of Structures (curb to curb) ft. | 32 [7] | | | | | | 40 [7] | | | | | | | | | 44 [8] | |
| Width of Major Long Span Bridges | Special study may be required | | | | | | | | | | | | | | | | |
| Vertical Clearance, ft. | 17 | | | | | | | | | | | | | | | | |
| Loading | HS20 - 44 | | | | | | | | | | | | | | | | |

On Class A (two lanes) and Class B highways, climbing lanes shall be provided where the lengths of 2.5%, 3%, 4% and 5% grades exceed 2000, 750 feet respectively. On Class C, D and E highways, climbing lanes shall be considered on the grades listed where the volume of truck traffic is 15 On all classes of highways, climbing lanes shall be considered where combinations of horizontal and vertical alignment prevent passing opportunities Four lane construction should be substituted for climbing lanes wherever future traffic will warrant four lanes.

[1] May be used on minor roads when higher standards cannot be economically justified and may be further modified subject to justificatio and approval by the Bureau of Public Roads and the State
[2] Design traffic to be based on a twenty year projection
[3] The lesser width permitted on minor roads with few trucks
[4] May be modified by special approval of the Construction Engineer
[5] Vertical stopping sight distance to be based on distance from 4.5' above pavement along line of sight to a point on surface of pavem
[6] The lesser width to be used only in extremely rugged terrain and with the approval of the Construction Engineer
[7] The structure width may be increased by 4 feet on more important roads when approved by the Construction Engineer
[8] Four lane - Include full width of traveled way and shoulders, however, 2 feet of additional width may be added for each right shoulder on more important roads when approved by the Construction Engineer

Figure 3-5

## STATE OF OREGON MINIMUM STANDARDS FOR NEW CONSTRUCTION

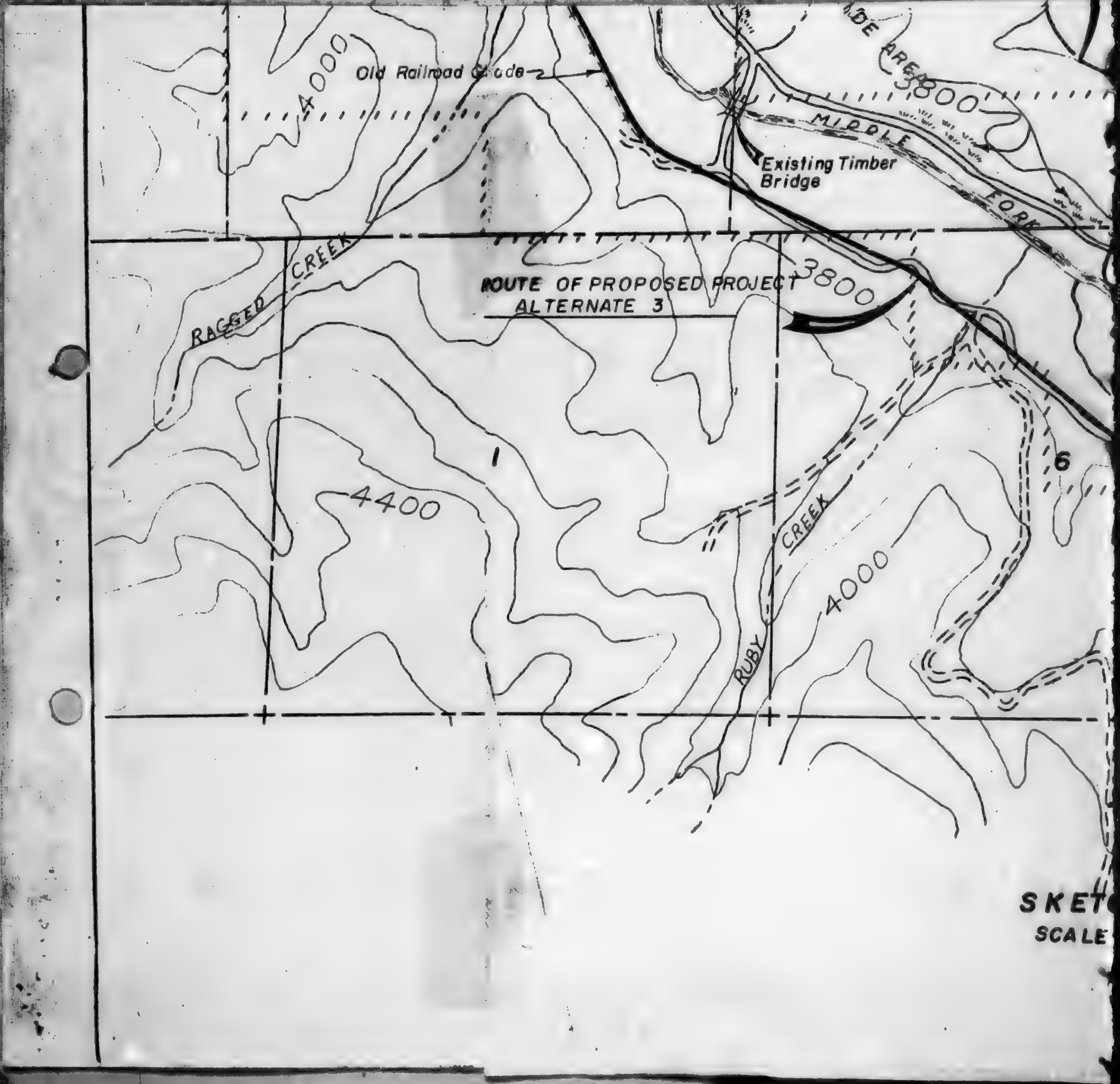
## ON HIGHWAYS OTHER THAN FREEWAYS

| Two Lane | | | | | | | | | | | | | | | | | | Four Lane | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | E | | | D | | | C | | | B | | | A (2) | | | A (4) | | |
| - - - | | 5 to 60 | | | 60 to 110 | | | 110 to 215 | | | 215 to 430 | | | 430 to 730 | | | Over 730 | | |
| 0 | | 30 to 400 | | | 400 to 750 | | | 750 to 1500 | | | 1500 to 3000 | | | 3000 to 5000 | | | Over 5000 | | |
| R | M | F | R | M | F | R | M | F | R | M | F | R | M | F | R | M | F | R | M-U |
| 0 | 30 | 60 | 45 | 35 | 65 | 55 | 45 | 70 | 60 | 45 | 70 | 60 | 50 | 70 | 60 | 50 | 70 | 60 | 50 |
| 4 < | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | ----2x24---- | | |
| 0 | 20 | 20/4 | or | 22 | 22 | 22 | 22 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | ----2x24---- | | |
| il or Oil Mat | | 0-11 Oil Mat | | | AC or Oil Mat | | | AC | | | AC | | | AC or PCC | | | AC or PCC | | |
| 4 | 24 | 3 | 10 | 18/4 | 4 | 7 | 10 | 3 | 5 | 10 | 3 | 5 | 8 | 3 | 5 | 8 | 3 | 5 | 8 |
| 5 | 200 | 475 | 315 | 240 | 550 | 415 | 315 | 600 | 475 | 315 | 600 | 475 | 350 | 600 | 475 | 350 | 600 | 475 | 350 |
| vailable | | | | | | | | 2,900 for 65 mph or less; 3,200 for 70 mph | | | | | | | | | | | |
| 8 | 9 | 5 | 6 | 6 | 5 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 8 | 8 | 8-4/6 | 10 | 10 | 10-4/6 | 10 | 10 | 10-4/6 | 10 | 10 | 10-4/6 |
| d Mat'l | | Oil Mat | | | AC or Oil Mat | | | AC | | | AC | | | AC | | | AC | | |
| 32/7 | | | | | | | | 40/7 | | | | | | 44/7 | | | /8 | | |
| Special study may be required | | | | | | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | | | | | | |
| HS20 - 44 | | | | | | | | | | | | | | | | | | | |

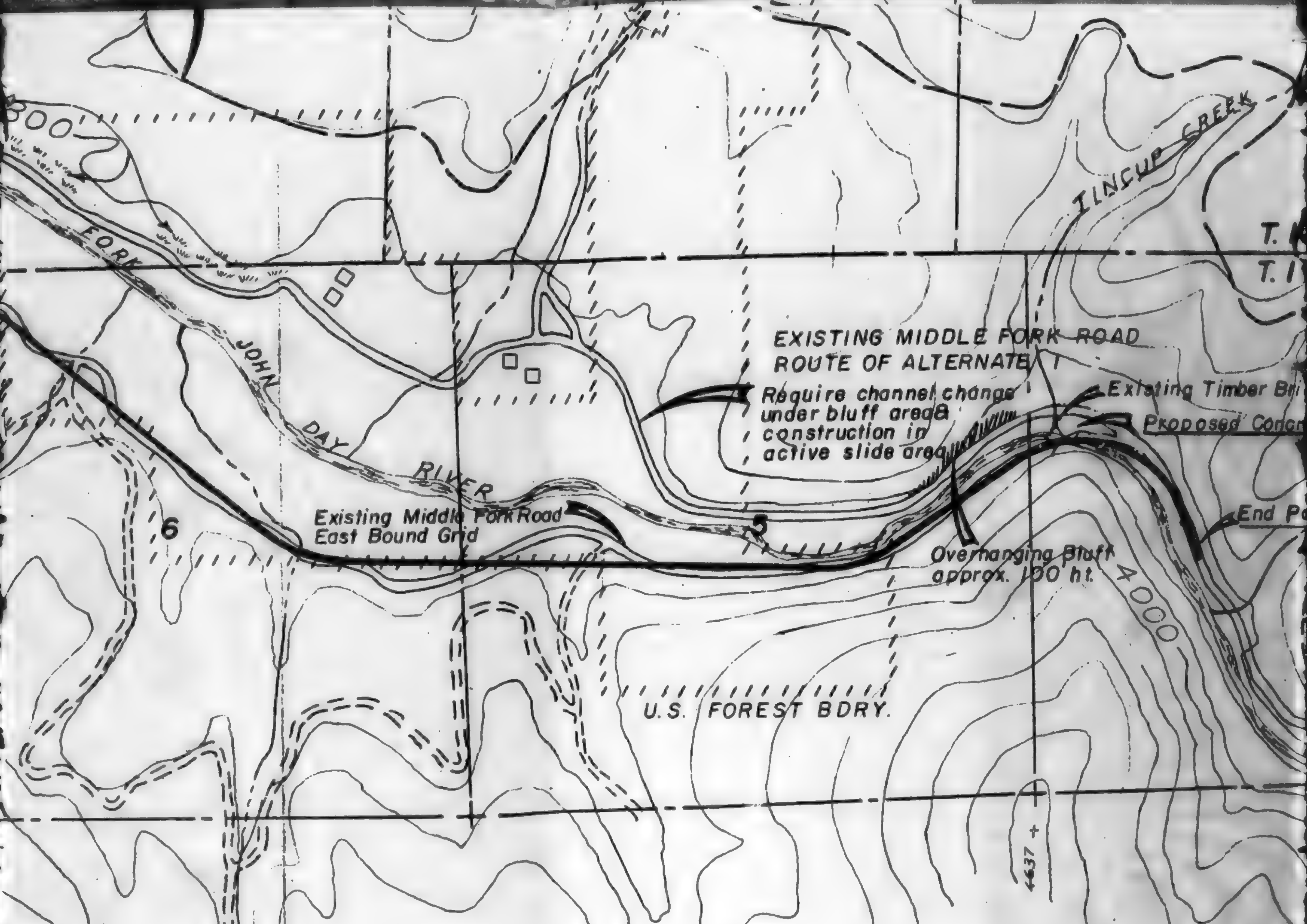
A (two lanes) and Class B highways, climbing lanes shall be provided where the lengths of 2.5%, 3%, 4% and 5% grades exceed 2000, 1500, 1000 and
ely. On Class C, D and E highways, climbing lanes shall be considered on the grades listed where the volume of truck traffic is 15% of the A.D.T.
ighways, climbing lanes shall be considered where combinations of horizontal and vertical alignment prevent passing opportunities on sustained grades.
ction should be substituted for climbing lanes wherever future traffic will warrant four lanes.

y be used on minor roads when higher standards cannot be economically justified and may be further modified subject to justification
and approval by the Bureau of Public Roads and the State
esign traffic to be based on a twenty year projection
he lesser width permitted on minor roads with few trucks
ay be modified by special approval of the Construction Engineer
rtical stopping sight distance to be based on distance from 4.5' above pavement along line of sight to a point on surface of pavement
he lesser width to be used only in extremely rugged terrain and with the approval of the Construction Engineer
he structure width may be increased by 4 feet on more important roads when approved by the Construction Engineer
Four lane - Include full width of traveled way and shoulders, however, 2 feet of additional width may be added for each right shoulder
on more important roads when approved by the Construction Engineer

6/24/68



Old Railroad Grade
4000
3800
MIDDLE FORK
Existing Timber Bridge
RAGGED CREEK
ROUTE OF PROPOSED PROJECT
ALTERNATE 3
3800
1
6
4400
RUBY CREEK
4000
SKET
SCALE

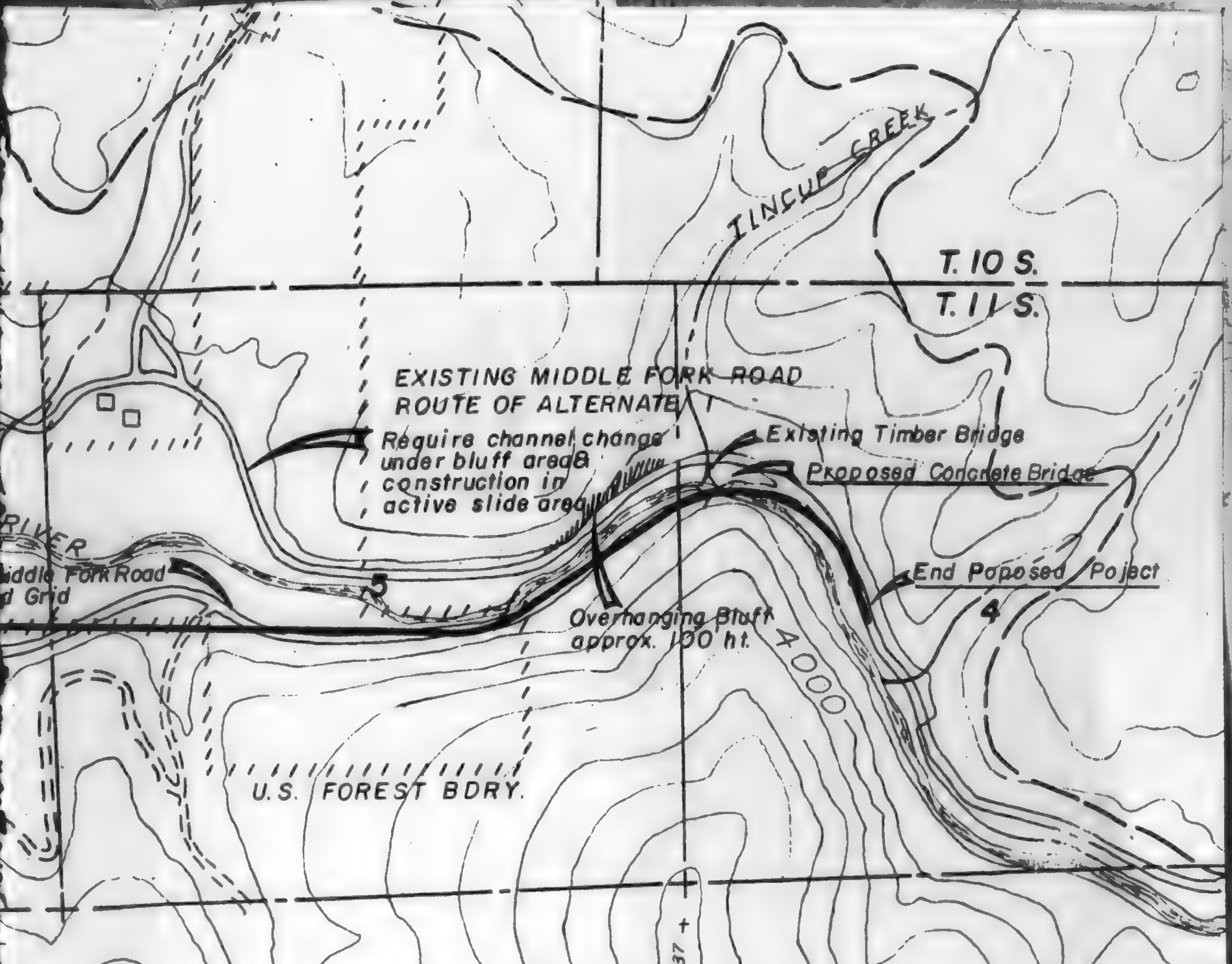

800
FORK
JOHN
DAY
RIVER
TINCUP CREEK
T.
T.
EXISTING MIDDLE FORK ROAD
ROUTE OF ALTERNATE 1
Require channel change under bluff area & construction in active slide area
Existing Timber Bri
Proposed Concr
End Po
Existing Middle Fork Road East Bound Grid
6
5
Overhanging Bluff approx. 100 ht.
4000
U.S. FOREST BDRY.
4437 +

**SKETCH MAP**
**SCALE 1" = 1/4mi**

7035

**OREGON EAST ENGINEER**
**MT. VERNON, OR**

**MAP OF PROPOSED, OX-BOW**
**MIDDLE FORK, JOHN DAY R**


TINCUP CREEK
T. 10 S.
T. 11 S.
EXISTING MIDDLE FORK ROAD
ROUTE OF ALTERNATE 1
Require channel change under bluff area & construction in active slide area
Existing Timber Bridge
Proposed Concrete Bridge
RIVER
iddle Fork Road
d Grid
5
End Poposed Poject
4
Overhanging Bluff approx. 100 ht.
4000
U.S. FOREST BDRY.
4637 +

7025

**OREGON EAST ENGINEERING INC.**
**MT. VERNON, OREGON**

MAP OF PROPOSED, OX-BOW SECTION
MIDDLE FORK, JOHN DAY RIVER ROAD

ev. 6/6/75

8760

05-1200

☐ RE ☐ RCE ☐ RBE ☐ RME

☐ ROE JUL 31 1975 ☒

☐ RDE RECEIVED REGIONAL OFFICE ☐

Section 219 of U.S. Code

**COUNTY ROAD FAS-C PROJECT REQUEST**

**Off System Roads**

Name of County Grant FAS No. ______ Date July 5, 1975
County Road Name Middle Fork John Day River Road
Section Name Oxbow
Type of Project Road realignment construction and 2 structures
Location of Project (Attach sketch map) ______
ADT 170 Design Speed 35 M.P.H.

Is this request for county bridge design only? Yes ______ No x
county FAS bridge design? Yes ______ No x
Will County hire consultant for this project? Yes x No ______

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Dense graded 3/4"-0 crushed aggrigate Penetration mat anticipated for future project
(AC, Pug Cold Mix, Penetration Mat)
Total Travel Width 20 ~~22~~ ft.

2. Shoulders: Type Dense graded 3/4"-0
(AC, Pug Cold Mix, Oil Mat)
Width Each Side 4 ~~2~~ ft. Total Top Width 28 ~~26~~ ft.

3. Grading and Drainage:
By County ______ County Date of Completion ______ By Contract x

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract x
Has base design been given to County? Yes ______ No x
Will it be furnished? Yes x No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract x

6. Binder Course:
By County ______ County Date of Completion ______ By Contract x

7. Traveled Surface and Shoulders:
By County ______ County Date of Completion ______ By Contract x

8. Clearing:
By County ______ County Date of Completion ______ By Contract x

9. Curbs:
Curbs Required? Yes ______ No x
Type Desired ______
(rolled, exposure, monolithic, special county standard, etc.)
Width between curbs N.A.

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes ______ No x
If answer is No, which of the following applies?
Contrary to public safety ______ Cost excessive to need or use x
Sparse population x Area exempt from bike law ______
What is desired width of trail or walkway N.A. ft.
What type of surface treatment is desired N.A.
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes - No -
What type of separation from roadway will be used? N.A.
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes - No -
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes x No ______

12. Will replacement be by: County ______ Contract x
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes x No ______

14. Will County adjust structure to additional width? Yes x No ______

15. Will adjusted width be standard? Yes x No ______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes x No ______

17. Does County wish sight posts installed? Yes ______ No x

18. Does County wish State to permanently stripe project? Yes ______ No ______

19. Will County do striping? Yes ______ No x

20. Does County wish guardrail installed? Yes ______ No x
By County ______ Contractor ______
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes ______ No x
By seeding and mulching Yes ______ No x
By rock blanket Yes ______ No x
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes x No ______

23. Can through traffic be detoured? Yes x No ______

24. Must new detour be constructed? Yes ______ No x

25. Will detour be constructed and maintained by County? Yes __x__ No _____

26. Will detour be constructed & maintained by Contractor? Yes _____ No __x__

27. Will County sign project outside work area during construction? Yes __x__ No _____

28. Will Contractor sign project outside work area during construction? Yes _____ No __x__

29. Should contract provide for permanent signing? Yes __x__ No _____

30. Should State do permanent signing? Yes _____ No _____

31. Will traffic signals be required? Yes _____ No __x__
If yes, give location and type desired N.A.

32. Is project contingent upon other factors? Yes _____ No __x__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain _____

Remarks re Section I: It is the intent to construct this project in a manner which will readily adapt to a penetration McAdam overlay at a future time, after additional portions of the Middle Fork Road are constructed to adequate standards.

## II. BRIDGE PROJECT DATA

1. Name of river or stream North Fork, John Day River

2. Name of bridge Coyote Bluff Bridge and Sunshine Guard Station Bridge

3a. Dimensions of existing bridge. Length 40' ± Roadway Width 20' ± Type timber

b. Dimensions of existing approaches. Type gravel Width 20' ± Shoulders -0-

4. Type of design and material used in existing bridge. Simple span, on timber abutments with timber beams and timber decking. Both bridges.

5. Location (please attach map with location marked):

| | Section | Township | Range | |
|---|---|---|---|---|
| Coyote Bluff | 4 | 11 S | 34E | W.M. |
| Sunshine Guarad Sta. | 36 | 10 S | 33E | " |

6. Desired width of proposed bridge 26 ft. curb-curb Approx. length 50 ft. ±
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

note: No hydrologic data on the stream has been collected, therefore, stream opening requirements are not known.

7. Are sidewalks desired? Yes_____ No x
Upstream_________ Downstream_________ Width_________

8. Does County wish a particular type of bridge design? Yes x No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Conc. slab span or steel span (whichEVER is the most Economical)
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

X

9. Will County furnish any materials for bridge? Yes X No ~~x~~
Explain County has 2 70' steel truss structures - anticipate widening & utilizing these structures if Economics dictate

10. Foundation Testing: By County? Yes x No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes x No_____

12. Can presently established road be used as detour? Yes x No_____

13. Must a new detour be constructed? Yes_____ No x

14. Will detour be constructed & maintained by County: Yes x No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No x

16. Will County sign project outside work area during construction? Yes x No_____

17. Will Contractor sign project outside work area during construction? Yes_____ No x

18. Approaches or Connections: By County? Yes_____ No x
By Contractor? Yes x No_____
Traveled surface: Type gravel Width 22 ft.
Shoulder surface: Type gravel Width 2 ft. each side
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes_____ No x

N.W. quadrant distance from structure_______________
N.E. quadrant distance from structure_______________
S.W. quadrant distance from structure_______________
S.E. quadrant distance from structure_______________

20. Guardrail: Desired on approaches or connections: Yes x No ____
By County ____________ Contractor x
Right side only? Yes x No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes ____ No x
Use for detour? Yes ____ No x
Removed by County? Yes ____ No x
Removed by Contractor? Yes x No ____
Salvaged by Contractor for County? Yes ____ No x
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes ____ No x
By Contractor? Yes x No ____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No x Size ____
Company ____
b. Sanitary sewer mains: Yes ____ No x Size ____
Company ____
c. Storm sewer: Yes ____ No x Size ____
Company ____
d. Gas mains: Yes ____ No x Size ____
Company ____
e. Power lines: Yes ____ No x Size ____
Company ____
f. Telephone lines: Yes ____ No x Size ____
Company ____
g. Other Utilities: none

24. Does County wish provisions made for future utility attachment to structure? Yes ____ No x

25. Does County wish lightpost bases and conduit installed? Yes ____ No x

26. Does County wish complete job of illumination in project? Yes ____ No x

27. Is project contingent upon other factors? Yes x No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: The intent is to initiate one contract consisting of grading, surfacing and two bridges. However, the grading work needs to be co-ordinated with the structure work.

Remarks re Section II: It should be noted that two seperate bridges are under consideration , on the same construction section which also consists of grading and surfacing approximately 3 and 3/4 miles of new road.

## III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes_____ No_____
   - By Consultant? Yes x No_____
   - By County? Yes_____ No x

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes x No_____
   Control survey of area and mimimum control aerial maps at 5 ft. contour intervals

3. Construction plans and specifications to be prepared:
   - By State? Yes_____ No x
   - By Consultant? Yes x No_____
   - By County? Yes_____ No x

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes x No_____
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: Extensive control surveying and mapping have been carried on by the U.S. Forest Service and by the County. However, due to lack of co-ordination and failure to complete much of the work is not useable.

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

## IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum 60' Minimum 60'

2. Is any additional right of way needed? Yes x No ____
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes x No ____

4. Should State negotiate and acquire right of way in behalf of County? Yes ____ No x

5. Should State prepare options? Yes ____ No x

6. Should material source site be included in right-of-way descriptions? Yes x No ____

7. Is there any merchantable timber on right of way? Yes x No ____

8. Will timber be reserved for owner? Yes ____ No x
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes x No ____

10. Is a hearing necessary? Yes x No ____
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes ____ No x
If yes, give type and name of utility company: ____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes ____ No x
If yes, give type and name of utility company: ____

13. Are utilities on existing right of way by permit ____ or by franchise ____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes x No ____
If yes, give name of irrigation company or district Oxbow Ranch
and dates between which water can be turned off: From October
To June

15. Are there any railroad crossings? Yes ____ No x

16. Name of Railroad N.A.

17. Number of tracks: Mainline __________ Siding __________ Total __________

18. Sight Distance: ____________________ (Left) ____________________ (Right)

19. Number of Trains: Passenger __________________ Speed __________________
Freight __________________ Speed __________________

20. Angle of Intersection: ______________________________

21. Type of Existing Crossing: Grade ____ Overcrossing ____ Undercrossing ____

22. Existing Protection:
Advance warning signs ______ Automatic flashing ______ Stop Signs ______
Crossbucks ______________ Automatic bell __________ Gates __________

23. Proposed Protection: N.A.

24. Are there to be stopping lanes for buses and trucks, etc.? Yes ______ No x

25. Will railroad crossing be altered: Yes ______ No ______
If yes, specify: N.A.

26. Traffic Control Signing:
To be part of project? Yes x No ______
By County? Yes x No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No x
By County? Yes ______ No x
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing date? Yes ______ No ______

29. Will P.U.C. application be made by State __________ or County x ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No x

Remarks re Section IV: ______________________________

## V. MATERIAL SOURCES DATA

1. Gravel________ Quarry x________ Cinders________
2. Owner: County________ State________ Private________ Other________
   Materials source has not been selected
3. Location:________ Section________ Township________ Range________ W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow________ Select Topping________
   Base Course________ Level Course________ Mineral Aggregates________
   Location________
   Miscellaneous Items________

Remarks re Section V: Material source has not been selected. A quarry will be chosen on either private or U.S. Forest Service ground. It is anticipated that a quarry will be located adjacent to the project.

## VI. FINANCIAL DATA

1. Estimated Cost: $500,000
2. Available ~~FAS~~ Funds ~~$390,000~~ $110,000 (Local Match)
3. Does County wish advancement of future Federal funds? Yes______ No______
   Amount________
4. Date match money is available Present
5. Will there be any 100% County money? Yes______ No X
6. Maximum amount of 100% County money available: $________
7. Date County request letting: June 1976

Remarks re Section VI: No engineering work has been accomplished at this point, therefore the cost estimate is very rough. However, it is the intent to lengthen or shorten the project as required to maintain an approximate $500,000 project.

## VII. ACTION PLAN REQUIREMENTS ~~Section VII not applicable under section 219 program~~

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Grant Co. Court Office
2. Environmental " " " Office
3. Public Hearing " " " Office

Remarks re Section VII: Court stands READY to Respond on All Questions concerning this section

UNUSUAL OR COMPLICATED CIRCUMSTANCES:

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Francis R. Cole
County Judge ~~or Comm. Chairman~~

By Jim Maple
County Commissioner

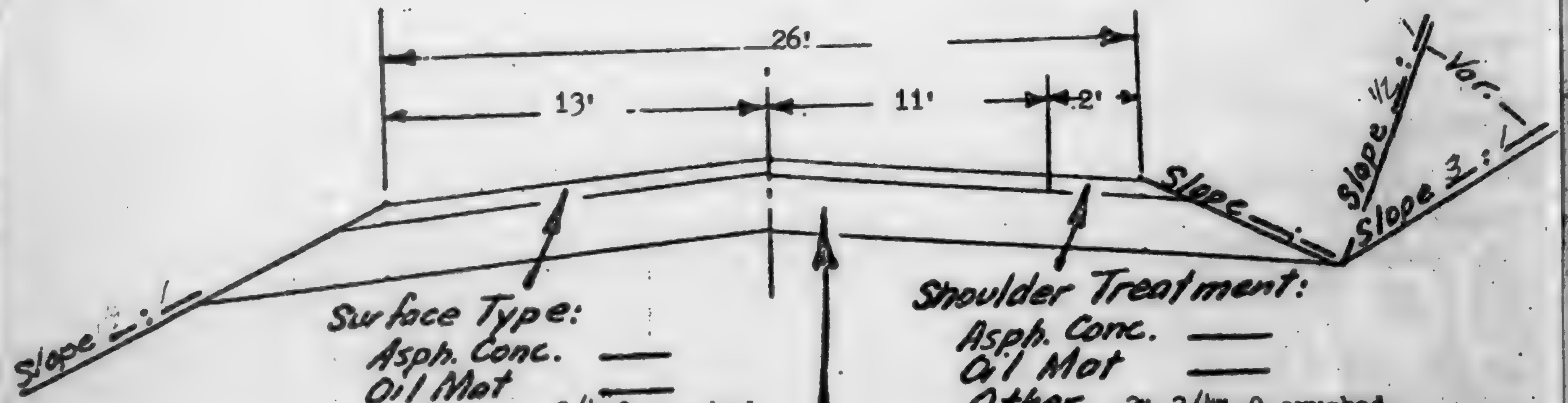
By Geo. Hanson
County Commissioner

By
County Engineer or Roadmaster

County

Date

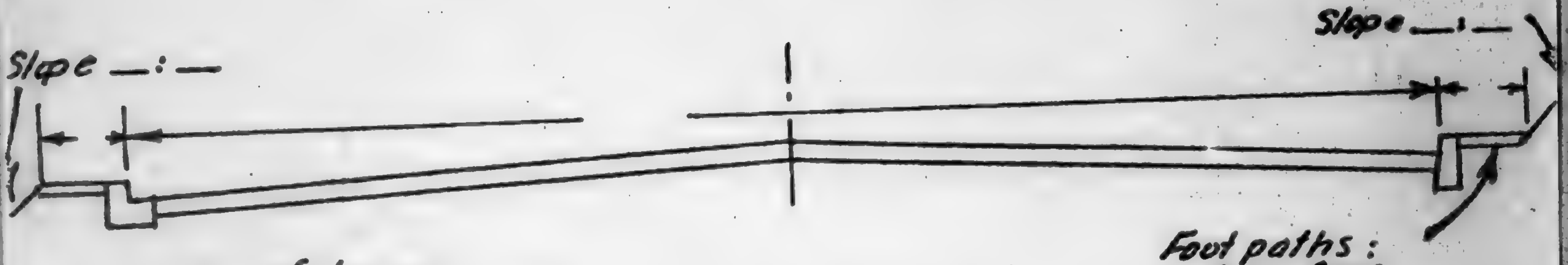
# TYPICAL SECTION


26'
13'
11'
2'
Slope _ : 1
Slope
Slope 1/2 : 1
Var.
Slope 3 : 1

Surface Type:
Asph. Conc. ___
Oil Mat ___
Other 3/4-0 crushed

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ~~3" 3/4" 0 crushed~~ .

Type of Base:
Pit or Quarry Run ___
Crushed Stone x
Asph. Treated ___
Cement Treated ___


Slope _ : _
Slope _ : _

Foot paths :
Asph. Conc. ___
Gravel ___

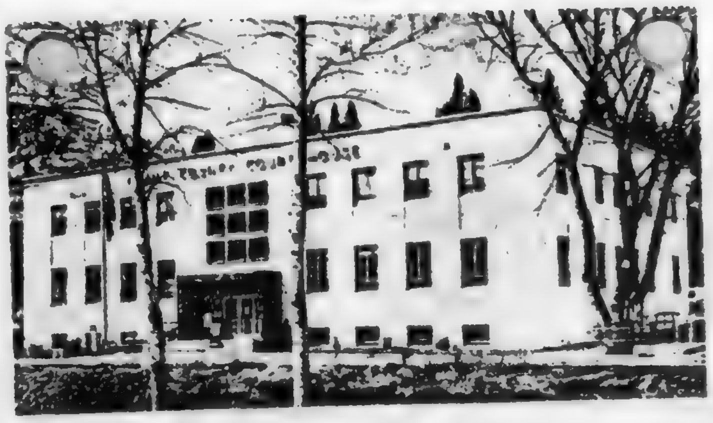
No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

SECRETARY
SIGN SHOP

8760

Off-System
Grant Co



GRANT COUNTY
CANYON CITY, OREGON

☐ RE ☐ RCE ☐ RBE ☒ RME
☐ ROE JUL 1 1975 ☐
☐ RECEIVED
RDE REGIONAL OFFICE

June 30, 1975

Oregon State Highway Division
PO Box 850
La Grande, Oregon 97850
Attention: R.C. Lang, Federal Aid Engineer

Subject: Notice of Project Request

Dear Mr. Lang:

You may consider this letter a declaration of our intent to apply for a project under the*FAS-C program. The determination was made in our Court meeting on June 27th.

We will submit the actual application with assistance from Doug Ferguson of Oregon East Engineering Co. and the project will be in the area of the two way road near Coyote Bluff and will include the two river crossings that we have discussed. The required application will follow this letter of notice as quickly as it can be prepared.

Sincerely,

Francis F. R. Cole
FRANCIS F. R. COLE
County Judge

FFRC:lh

*JUDGE COLE is REFFERING TO the SEC. 219 PROGRAM, U.S. CODE TITLE 23. This was confirmed by phone 7/2/75 RCL

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CY. DON HARWELL.

8760

Rejection
~~230~~/219 Off-Sy
Grant Co
Off-System 219
Tentative
Grant Co

**OREGON STATE
HIGHWAY DIVISION**
Region 5 Unit
P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

June 16, 1975

The Honorable Francis Cole
Grant County Judge
Courthouse
Canyon City, Oregon 97820

Dear Judge Cole:

I received word from our Traffic Section in Salem on Friday, June 13, 1975, that the proposed project on Route 20 (County), Middle Fork-John Day River, M.P. 9.2 to 17.1 does not meet the qualifications for funding under Title II, Section 230 of the 1973 Highway Act.

The primary reason for non-eligibility is the low accident figure and the high dollar estimate required for correction.

It does appear the project would be more appropriate under Section 219, Off-System Roads Program, should you wish to re-apply.

Sincerely,

W. E. Schwartz
Regional Engineer

By

R. C. Lang

R. C. Lang
Regional Federal Aid Engineer

RCL:sh

cc L. E. George
Don Harwell

RECEIVED
COUNTY & CITY SECTION
JUN 17 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Grant Co
Safety 230 or 219

FORM 81-[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

June 9, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Section 230
Grant County

TO: W. E. Schwartz
Region V Engineer

Attention: R. C. Lang
Regional Federal Aid
Engineer

We have received Grant County's proposal for improvements of County Route 20. It would appear as if the type of work would be more of a reconstruction than a safety improvement type of project. The Federal Highway Administration is generally only approving high hazard type work where there has been a demonstrated history of reported accidents. The larger the project costs the more accidents necessary to justify the improvement. Thus this work would not be appropriate as a high-hazard location under Title II.

It may be appropriate for the County to submit this work for Section 219 funding. Please transmit this information to the County.

GE:rj

cc: ✓Don Harwell

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8761 Wagontire-Lake Co. Line Sec. 1978
of Lakeview-Burns Hwy.
(Grading & paving)

8761

10-3-83

# ARCHAEOLOGICAL INVESTIGATIONS AT THE WAGONTIRE SITE (35HA328), HARNEY COUNTY, OREGON

by Contract between

Oregon Department of Transportation
Highway Division
and
University of Oregon
Oregon State Museum of Anthropology

by
Richard M. Pettigrew
Oregon State Museum of Anthropology
Eugene, Oregon
October 3, 1983
OSMA Survey Report 83-4

# ACKNOWLEDGMENTS

This is the final report to the Highway Division, Oregon Department of Transportation, of archaeological investigations in the Wagontire-Lake County Line Section of the Lakeview-Burns Highway (US395), Harney County, by the Oregon State Museum of Anthropology (OSMA), University of Oregon, and is one of a series of reports on projects done by contractual agreement between OSMA and the Highway Division. Because of their steadfast support for the retrieval and reportage of archaeological information that would otherwise be lost or never discovered, the Highway Division deserves our first mention of gratitude. Even during the recent period of economic decline, the Highway Division has continued to stand behind its commitment to first-rate protection of and, where necessary, data collection from archaeological sites.

Particular thanks are owed to those individuals whose labor is invested in this report. The field crew was composed of Kathryn Toepel and Lee Spencer. Data analysis was done with the aid of Karen Henry and Robert Spear. James Farwell drafted the maps. Robert Spear composed most of the figures, including the cover illustration. X-ray fluorescence analysis of obsidian specimens was undertaken by Lee Sappington, who authored Appendix 2. Margaret Chodos drew the projectile points in Figure 1. The photographs in plates 1 and 2 were developed by Robert Pastor. The mathematical consultant for Appendix 1 on co-occurrence analysis was Dr. Jerry M. Wolfe, Associate Professor of Mathematics, University of Oregon. The manuscript was typed by Joann Brady.

Important debts are owed to Don E. Dumond, Director of OSMA and Principal Investigator under the highway contract, for his support and leadership; and to C. Melvin Aikens and Paul Baxter for their frank criticisms of an earlier draft.

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# ARCHAEOLOGICAL INVESTIGATIONS AT THE WAGONTIRE SITE (35HA328), HARNEY COUNTY, OREGON

## INTRODUCTION

Following the archaeological survey of the proposed improvement of the Peterson Ranch-Lake County Line Section of the Lakeview-Burns Highway (US395) in Harney County on October 9-12, 1976 (Pettigrew and Cole 1977), a portion of that section was slated for construction by the Oregon State Highway Division. This portion of highway, called the Wagontire-Lake County Line Section, had been found to contain an archaeological site, now called the Wagontire Site (35HA328). As agreed in the contract between the Highway Division of the Oregon Department of Transportation and the Oregon State Museum of Anthropology (OSMA), University of Oregon, the author was asked by the Highway Division to perform a Phase II investigation (site exploration) of the site to determine its extent and potential significance.

Accordingly, the author and two graduate students, Lee Spencer and Kathryn Toepel, conducted the site explorations on October 28-30, 1977. The results of that work are the subject of this report.

The field records and collection made at the Wagontire Site are being curated by the Oregon State Museum of Anthropology, University of Oregon, where the analysis has been done and the report written. Dr. Don E. Dumond, Director of OSMA, is Principal Investigator for the contract with the Highway Division.

## THE SETTING

The Wagontire Site is located alongside Highway 395 in the SE¼ SW¼ Section 19, T27S, R24E, Will. Mer., between highway stations 3079 and 3083, at an elevation of 4712 to 4715 feet above mean sea level (see Map 1). The project area lies within the geomorphic zone that Baldwin (1964:117) calls the High Lava Plains, ". . . a relatively undeformed expanse of young lava flows dotted in places by cinder cones and lava buttes covered by sagebrush and in places by juniper." Throughout the region, there are scattered undrained basins containing usually dry lake beds, and all streams are intermittent with poorly defined channels. Most of the exposed rock in the area is basalt, derived from the lava flows which dominate the geomorphology of the area. Just north of Wagontire extensive areas are littered with nodules of obsidian, washed down from the slopes of Wagontire Mountain and adjacent buttes, where obsidian flows were another result of volcanic activity.

The site, about three miles south of the community of Wagontire, is situated at the bottom of a shallow but wide canyon (300 to 400 m wide) (see Map 2 and Plate 1). The crest of the ridge forming the west side of the canyon is only 100 m west of and 17 m in elevation above the site. The canyon bottom is flat, with an almost imperceptible slope, and has no recognizable stream bed. To the west of this canyon is another canyon occupied by a small unnamed playa that was dry at the time of the field work.

The climate of the area is very dry (annual precipitation less than 30 cm), with continental temperature extremes (January mean minimum temperature below -9°C, July mean maximum temperature above 30°C) (Franklin & Dyrness 1973:38-41). Coupled with the relatively high elevation and the open nature of the terrain, this climate has fostered typical high desert vegetation, consisting mostly of sagebrush (Artemesia sp.) and rabbitbrush (Chrysothamnus nauseosus), with an understory of grasses. Occasional individual western juniper trees (Juniperus occidentalis) can be seen in the distance around the site.

Among the fauna observed in the area were jackrabbit (Lepus townsendi), rabbit (Sylvilagus sp.), several varieties of lizards, magpies (Pica pica), and many small unidentified birds that sought cover in the shrubs. Fauna reported in adjacent areas include deer (Odocoileus sp.) and antelope (Antilocapra americana). Prior to their decimation in the 19th century, rimrock sheep (Ovis canadensis californiana) were common in the region (Bailey 1936:64-70). These latter three species may have been the major resources attracting aboriginal use of the area surrounding the site.

## ETHNOGRAPHIC BACKGROUND

Information about the aboriginal people who used the project area at the time of contact (ca. 1850) is quite sparse. It is, however, clear that bands of Northern Paiute populated the region of southeastern Oregon. Three named bands are known to have ranged nearby: the Wadatoka, or Wada-seed Eaters, of the Harney Valley to the east; the Kidutokado, or Woodchuck Eaters, of Warner and Surprise valleys to the south; and the Yahuskin, also named the Goyatoka, or Crawfish Eaters, of Silver and Summer lakes and Lake Abert to the southwest (Stewart 1939:131-135).

Northern Paiute people are said to have had a wandering way of life, dominated by the need to move from place to place in order to collect food resources as they became available in different ecological zones throughout the year. Seldom was it possible to gather a large group of people together for a long time, for this required a surplus of food which was not often obtainable. Foodstuffs used included roots such as camas and bitter-root, and a wide variety of seeds and fruits. Among the mammals hunted were antelope, deer, bison, rimrock sheep, and rabbit. Other animals eaten were fish, waterfowl, and insects. Although some of these food items could be very occasionally abundant, they lacked the dependability of a regularly harvested staple such as the salmon of the Columbia River (Spencer, Jennings et al. 1965:273-82, Schalk 1977).

It is important to note that there is good evidence that the Northern Paiute are relatively recent arrivals in southeastern Oregon. Glottochronological evidence suggests that the time of divergence between Northern Paiute and the other Numic languages (Ute-Chemehuevi and Shoshone) is only about 1000 years (Hale 1958). Many students of this problem believe that the Northern Paiute migrated into Oregon from the south approximately 1000 years ago or less (Lamb 1958, Gunnerson 1962, Hopkins 1965, Goss 1968, Bettinger and Baumhoff 1982). Others, on the basis of archaeological data, feel that the ethnographic distribution of Numic speakers is many thousands of years old (Swanson 1966, Corliss 1972), and even linguists are not in agreement on the degree of difference among the Numic languages. Nevertheless, the distinct possibility exists that some cultural group other than the Northern Paiute inhabited southeastern Oregon (including the project area) prior to 1000 years ago; that group may have been Sahaptin such as the people of the Columbia Plateau to the north, or related to the Klamath and Modoc of the Klamath Basin to the southwest.

## ARCHAEOLOGICAL BACKGROUND

Most archaeological work conducted in the northern Great Basin has been within 130 km of the Wagontire Site. A great many projects have been completed within this area (see the summary by Minor, Beckham and Toepel 1979), and yet we are only now beginning to understand the nature of prehistoric cultures in the region.

Early archaeological interpretations held that prehistoric cultures since the end of the Pleistocene were very much like that of the Northern Paiute, with a wandering, nomadic lifeway and sparsely scattered populations (Jennings 1957, Cressman 1942). This interpretation appeared to fit the evidence, which, until the 1970s, was derived mostly from dry cave sites (Cressman 1942, Bedwell 1973).

Area-wide surveys and investigations of open sites in the past 15 years, however, have greatly broadened the data-base for describing prehistoric cultural systems. Areas investigated in this manner include Stinkingwater Pass (Pettigrew 1979a), the Harney Basin (Newman et al. 1974), Glass Buttes (Mack 1975a), the Alvord Desert (Pettigrew 1975, 1979b, 1981b), Warner Valley (Weide 1968, Mack 1975b), Coffeepot Flat (Aikens and Minor 1977), Lake Abert (Pettigrew 1978a, 1980a, 1980b, 1981c), and Steens Mountain (Aikens, Grayson and Mehringer 1979, 1980, 1982). The archaeological record now appears to be much more varied from region to region, and from one period to another within the same region, than was previously suspected. Some basins, such as the Alvord Desert, conform quite well with the original idea that prehistoric populations were sparse and migratory, while others, particularly Lake Abert, where numerous village sites are now recorded, demonstrate a dense and sedentary population during a significant portion of the last 10,000 years.

An archaeological development that has been taking place for only a short time in the Great Basin is the analysis of open sites, such as the Wagontire Site, that consist exclusively of surficial clusters of lithic debitage and tools, with no cultural features, buried deposits or preserved organic remains. Although most early archaeologists ignored such sites, concentrating instead on larger, more impressive sites with dense buried cultural deposits and good organic preservation, more recent studies (Redman and Watson 1970, Pettigrew 1979a, Hanes 1980, Flenniken and Stanfill 1979, Morris 1981) indicate that a wealth of data about site function, chronology, ethnicity, and trade relationships is obtainable from lithic surface clusters (LSC's). As shown by archaeological studies at Glass Buttes (Mack 1975a) and the Riley Site (Atherton 1966) in the neighborhood of the Wagontire Site, LSC's are the most frequent type of site to be found, and are also a varied phenomenon: there are a number of different kinds of LSC's that apparently result from distinct kinds of activities. This implies that the economic patterns of prehistoric societies in the region can never be fully known without a thorough study of LSC's. A more thorough discussion of this potential occupies the final chapter.

## FIELD PROCEDURES

Investigation of the Wagontire Site began with an inspection of the surface to determine the boundaries of the lithic cluster, consisting of obsidian and basalt debitage, and to find and mark the locations of all of the formed tools. The boundaries were not difficult to find, since the lithic density declined rapidly at the edges of the cluster (see Map 2). The locations of the formed tools were recorded by a surveyor's transit, coded, and bagged separately.

In order to determine whether the depth of the cultural deposits, a series of eleven auger holes (bit diameter 25 cm) was dug (see Map 2) in two perpendicular transects across the densest portion of the lithic cluster. These transects followed the coordinate system set up to maintain horizontal control on the site. The baseline 100W was oriented parallel to and about 1m east of the existing right-of-way fenceline at an angle of N23°W (magnetic). Auger holes were dug on the baseline at 20m intervals (coordinates 160N, 100W; 140N, 100W; 120N, 100W; 100N, 100W; 80N, 100W; 60N, 100W; and 40N, 100W). Four auger holes were also placed on a line perpendicular to the baseline (at 100N, 120W; 100N, 85W; 100N, 65W; and 100N, 45W). All fill was passed through quarter-inch mesh sifters.

The soil in the auger holes was found to be a grayish brown sandy silt with a moderate and varying amount of small angular pebbles. Always very loose near the surface, the soil became very compact between 10 and 20 cm below the surface. Only four flakes (one basalt, three obsidian) were found: one (basalt) at 100N, 100W; two at 100N, 120W; and one at 100N, 85W. Only one flake was found below 20 cm, and no auger hole penetrated below 35 cm, due to the extreme compaction of the soil.

Because the evidence from the auger holes indicated an extremely shallow and sparse subsurface cultural deposit, the remaining work at the Wagontire Site was focused on a systematic collection of the cultural debris on the surface. To accomplish this, the area of greatest surficial density was gridded into 5 m squares. All cultural objects were collected from 72 such squares (see Map 2), as well as from a separate lithic cluster, called Flake Concentration Number 1 (FC1), discovered just outside the boundaries of the main site cluster.

FC1 was 15 m west of the main cluster at the foot of the western slope of the canyon, on the northern portion of a small alluvial fan. The cluster consisted of obsidian debitage in an oval area 12 m (east-west) by 11 m (north-south).

The total area involved in the 100% surface collection was 1904 $m^2$. The vegetation on the site, primarily sagebrush and rabbitbrush, was some hindrance to the collection procedure, but not so much as to seriously bias the samples. Although the duff beneath each bush obscured some of the surface, the collection units were large enough (5 m square) that they did not differ greatly in the number of bushes within each. Some recent disturbance to the site was observed in the form of tractor tracks alongside and on the west side of the right-of-way fenceline. This disturbance probably was caused by the fence construction crew, and did not seem to have obscured the cultural deposit.

Before the field work was concluded, the entire site area was mapped with the aid of a surveyor's transit. In the absence of any permit, fixed object, Highway Station 2080 was used as the datum and given the arbitrary elevation 100.00 m (the raised pavement in Map 2 was not considered part of the natural topography, so the map does not reflect the topography of the highway).

## CULTURAL DEBRIS

The cultural debris found at the Wagontire Site included stone tools and lithic debitage. No organic remains were found, almost certainly because of the exposed surficial nature of the cultural deposit. The classification of artifacts used here follows the system adopted for Stinkingwater Pass (Pettigrew 1979a). All artifacts collected from the site are summarized in Table 1 by artifact class. In the artifact descriptions that follow, asterisks mark measurements shortened by breakage.

IA1: Projectile Points (Figure 1). This is a traditional class, reserved for those artifacts considered to have tipped projectiles such as atlatl darts and arrows. Only two specimens were found on the site, both of styles considered to be fairly ancient in the Great Basin.

Specimen 2-1 (Figure 1a) is made of obsidian (raw material type 3 as defined in the chapter, "Analysis"), and appears to be the stem of a large, lanceolate point such as those found in the Windust Phase on the lower Snake River (Rice 1972:figures 3-7). Overall dimensions are 4.4* by 2.5 by 0.6 cm, and its weight is 6.46g. It is broad, with somewhat convex sides and a straight base. The blade portion is entirely missing, so it is impossible to demonstrate that it was shouldered. Flake scars are well-controlled and parallel, and the lateral and basal edges are ground. Distal impact flake scars are clear on one face, and the broken edge has been burinated and used at the burin tip.

Specimen 11-1 (Figure 1b) is made of cryptocrystalline silica, and appears to be the basal half or third of a bipointed or willow-leaf-shaped point that has been snapped. Overall dimensions are 3.9* by 1.9 by 0.6 cm, and its weight is 5.77g. Broad flake scars, probably produced by percussion thinning, are present on both faces, and small, pressure-flaked scars are along both edges. The lateral edges have been crushed and ground. Most of the surface, including the snapped edge, is clearly patinated except at the proximal end, which is unifacially retouched (edge types 2-6 in typology given by Pettigrew [1982:75-84]). No heat-spalling is evident.

IA4: Unformed Bifaces. These are bifacially flaked tools with irregular, unpatterned outlines. All nine specimens are apparently edge fragments of unfinished bifaces or blanks. All are made of obsidian, and percussion-flaking predominates. Thickness (incomplete on all) ranges from 0.4* to 1.0*cm. Specimen 7-1 has a uniface edge (type 6) on a spur protruding from the broken edge.

IB1: Flake Unifaces. This class consists of flakes on which one or more edges have been unifacially retouched. Because the majority of specimens are flaked on more than one edge, specimens are not used as the units for comparison. Rather, the edges themselves have been classified in a set of nine types (only eight of which are present at the Wagontire Site) on the basis of their configurations. A description of the analytical and representational method used for flake unifaces is given by Pettigrew (1982a:75-84).

This class, as well as other classes of flaked stone, includes only those specimens that appear to have been intentionally worked, not those merely used. In practice, the distinction between worked and used edges is defined as follows: worked edges show regularly spaced flake scars that are of equivalent size; used edges show a more erratic pattern in which the spalls or scars are irregularly spaced and of different sizes.

The sample of flake unifaces numbers 73, all obsidian except for one basalt specimen. Of these 73, 16 (21.9%) exhibit some cortex on an edge or face, and the weights of all specimens range from 0.07 to 72.45g. One uniface edge is present on 38 specimens (52.1%), two edges on 20 (27.4%), three edges on 13 (17.8%), and four edges on only two (2.7%). The ratio of the number of uniface edges (N) to the number of specimens ($N_s$) is 125/73, or 1.71 ($N/N_s$). More data on flake unifaces will be presented in the chapter, "Analysis."

IB1: Cobble Uniface. Specimens in this class are generally cobble-size stones that are not flakes and that have been flaked unifacially on one or more edges. The only example from the Wagontire Site is specimen 19-1, made from a subangular cobble of fine-grained basalt, patinated on all of its cortical surface but not on the negative flake scars. Its dimensions are 7.2 by 6.7 by 2.2 cm, and it weighs 143g. The flaked edge is straight and percussion-flaked. The cobble is broken at one end of the flaked edge and at the edge opposite the flaked edge. A remnant of a flake scar on the edge opposite the flaked edge suggests that that edge also was flaked before it was broken. There is no microscopically apparent wear.

IC1: Burins. This is a traditional category that was first defined for the French Paleolithic (see Bordaz 1970:68-72), and defined also by Crabtree (1972:48-50). Burins in Oregon, like those found elsewhere in North America, differ from the classic European variety in that they are not based on a blade technology, but are made on unspecialized flakes or broken tools. The length of the nine specimens ranges from 1.4 to 4.8 cm, the width from 1.1 to 3.5 cm, the thickness from 0.2 to 0.9 cm, and the weight from 0.33 to 7.37g. All are made of obsidian, and none of them have cortex remaining. Only one specimen has a dihedral burin bit, the rest being single-faceted. All burin bits are spalled from use. Two specimens have two burin bits apiece. Unifacially flaked edges are present on three specimens: specimen 50-1 (edge type 6), specimen 53-3 (edge types 6-6), and specimen 3-1 (edge types 3-2-6,6).

IC2: Pieces Esquillees (PE's). This class of tools has often gone unnoticed in archaeological collections in the Pacific Northwest. First described for French Upper Paleolithic assemblages, it has been recognized at many places in the New World as well, including Nova Scotia (MacDonald 1968), Ontario (Hayden 1980), the Yukon (Morlan 1973), Alberta (Brumley 1971), British Columbia (Fladmark 1970, Calvert 1970, Matson 1976), and Mexico (Hayden 1980). In Oregon, PE's have been recognized in the Lower Columbia Valley (Pettigrew 1977, 1981a), the extreme southern Willamette Valley (Pettigrew 1975a), the upper Siuslaw Valley (Pettigrew 1975a), the Middle Fork Coquille Valley (Pettigrew 1978b, 1980c), at Stinkingwater Pass in the eastern part of the state (Pettigrew 1979a), and in the northern Willamette Valley (Pettigrew 1980d).

By MacDonald's (1968:85-86) definition, PE's are

> . . . generally rectangular and exhibit bipolar flaking from paired crushed and battered surfaces. Primary flakes driven from both faces by direct hard percussion exhibit extreme concentric ripples emanating from the point of percussion. On the edge opposite the primary platform, multiple short flakes are driven back on both faces, the result of the force reflected by a hard anvil. The irregularly battered, or primary, edge tends to become concave with extreme use while the evenly crushed or secondary edge usually maintains a receding straight profile determined by the shape of the surface which is acting as the anvil.

Many investigators assume that PE's functioned in the slotting and splitting of bone, antlers and wood. By this interpretation, PE's were used as wedges, driven into the softer material by percussion on an anvil. Some may also simply be exhausted bipolar cores, as pointed out by Hayden (1980).

Only two PE's were found at the Wagontire Site, both made of obsidian. Specimen 65-2 has dimensions of 6.6 by 5.4 by 1.6 cm, and a weight of 51.09g. It shows one bipolar axis, and has a flaked uniface edge (edge types 4-2-6,9). Cortex is present on one face.

Specimen 53-4 has dimensions of 4.0 by 2.7 by 1.0 cm, and a weight of 10.02g. It shows two separate bipolar axes.

IVA: Unused Flaked Stone Debitage. Included in this group are all unworked and apparently unused fragments of stone left over from stone flaking. This is the most numerous class of artifact at the site, with the collected specimens numbering 1232. With the exception of 68 specimens of fine-grained basalt, all of the unused debitage is obsidian or other glassy igneous stone. Individual weights range from 0.01 to 33.99g. The distribution of this class in the gridded portion of the site is shown in Figure 2. Much more analytical data on this group is presented in the chapter, "Analysis."

IVB: Used Flaked Stone Debitage. These specimens of debitage are unworked according to the definition given in the discussion of flake unifaces, but they do show use in the form of macroscopically visible crushing, spalling or polishing of their edges. The sample collected from the site numbers 19, ranging in weight from 0.19 to 15.58g. All specimens are of obsidian or other glassy igneous stone.

## ANALYSIS

As demonstrated by recent investigations of lithic debitage in southeastern Oregon (Pettigrew 1979a, Hanes 1980a, 1980b; Flenniken and Stanfill 1979, Morris 1981), "lithic scatters" such as the Wagontire

Site, though frequently downgraded and overlooked by archaeologists in previous years, can be very useful in interpreting prehistoric land use and settlement patterns. In fact, in at least two major respects such sites are of more utility than the more often appreciated sites with significant depth. First, surface sites commonly record a limited set of activities performed over a relatively short period at a locality, thus making it easier for the archaeologist to associate a particular type of assemblage with a particular prehistoric activity set. Sites with depth more often represent a wider and more diverse set of activities and are plagued with the problems of post-depositional vertical displacement, which makes it difficult if not impossible to group together with confidence the debris from a single small activity set and to interpret the site in terms of the activities performed.

Second, surface sites are two-dimensional. This means that the spatial patterns present there are also two-dimensional, and thus easier to recognize, represent and analyze than the three-dimensional patterns found in sites with depth.

Eventually, the interpretation of sites with depth may be made easier by virtues of the patterns recognized in surface sites. This seems likely because the functional "signatures" of particular small activity sets as defined from surface sites should also be present in the more mixed and complex buried sites. If these signatures are definable, they should also be observable even when mixed together in a single component.

Because the Wagontire Site consists of a patterned distribution of lithic debris on the surface, analysis of the data must be devoted in large part to the discovery and interpretation of those patterns. Some of the most basic questions that can be asked about the site concern the frequency, duration and functions of the tasks performed at the site, and the place or places from which the site's occupants came. Since the site is small, located in a remote setting, and the amount of lithic material deposited there is not large, it is reasonable to expect that the site was only temporarily occupied by small groups during a limited prehistoric period. Furthermore, clusters of lithic debitage located at different places within the site may well result from distinct occupational episodes. Furthermore, visitors to the site from different regions (such as Harney Valley, Christmas Lake, Lake Abert, or Warner Valley) probably would bring lithic material from different sources or sets of sources, even if they were taking advantage of a local source near the site. Thus, lithic clusters deposited at different times by people from different regions might be distinguishable by identification of the raw material sources represented in those clusters. The raw material sources represented may provide clues about the home territories of those who used the site; and the number of times the site was used.

The most reliable way to identify the sources of obsidian, the major raw material at the Wagontire Site, is to perform trace element analysis and compare the results with known sources (Sappington 1981). The number of specimens that can be so analyzed from a site is limited, however, by the cost of the analysis. The consequent limitations of sample-size are a serious obstacle to the usefulness of this method in characterizing large lithic assemblages. The smaller the sample of sourced specimens, the less reliable the estimate of the proportions of various sources present in the site as a whole. We would prefer every lithic specimen recovered from the site to be sourced, but this would seldom be practical.

In the analysis of the Wagontire Site assemblage, it was decided to experiment with a way of applying the results of trace element analysis of a sample of the assemblage to the assemblage as a whole, not simply by statistical techniques of estimating population parameters from sample parameters, but by estimating the reliability of identification of the sources of specimens by their macroscopically visible attributes. The hypothesis is a simple one: that it is possible to recognize visually at a particular site the differences between obsidians from different sources, thereby allowing a source identification for all or most specimens in the assemblage.

Despite a certain amount of folklore among flintknappers and archaeologists suggesting that one can recognize obsidian from particular sources, attempts made thus far to characterize obsidian sources macroscopically have met with only very limited success (summarized by Hanes 1980:73-74). None of this work has focused on Oregon sources, however, which constitute a large proportion of known North American obsidian types. Furthermore, previous analyses have apparently tried to distinguish a number of sources from a wide geographic area. This approach seems destined to find more macroscopic similarity than difference between sources, because of the broad scope of the comparison, though some sources are likely to stand out from the others. The present analysis, by contrast, begins with a population of debitage from a small site, where we should expect no more than several sources to be present. The important question, then, is not which Oregon sources stand out macroscopically from the rest, but rather whether we can tell the difference between sources at this site. The specific results may not be applicable to other sites, but that is not a disadvantage, because the purpose of the analysis at this stage is to further the interpretation of this site only. The method must be applied to each site (or group of sites) individually.

Two methods were devised to test the reliability of visual identification of obsidian sources. First, the obsidian from the Wagontire Site was classified into a number of types on the basis of observed and defined attributes, and samples of these types then sourced by x-ray fluorescence. The assumption was that, if any of the chosen attributes did in fact distinguish between sources, these diagnostic attributes would be made clear by correlating the visually separated types with the groups resulting from the trace element analysis.

The second method depended on the working hypothesis about the site's formation: that each visit to the site by its prehistoric users resulted in the deposition of a lithic assemblage whose raw material sources were limited in number and possibly distinct from those of lithic assemblages deposited at other times. If this hypothesis is correct, then a corollary hypothesis should also be true: co-occurrence analysis of the visually separated raw material types should tend to group together those types that come from the same source. These groups should then be similar to those determined by the trace element analysis, further illustrating the attributes useful in distinguishing visually between obsidian sources. This co-occurrence analysis was performed, and the results described below along with the results of other analyses.

## RAW MATERIAL TYPES

All of the cultural lithic material found at the Wagontire Site can be divided into three groups: obsidian (including all glassy stone), basalt (a fine-grained, dark variety) and cryptocrystalline silica (CCS). There is only one CCS specimen, a projectile point. The obsidian and basalt in the collection has been divided into 15 raw material types (RM types) on the basis of macroscopically observable attributes. The only non-obsidian type is basalt (RM type 8). The RM types and the set of attribute states that defines each are listed in Table 2. All but one of the attributes relate to the interior of the raw material, and are observable in transmitted light. The last attribute, "texture," refers to the surface of a specimen (not the cortex, but a relatively freshly flaked surface) and is observable in reflected light.

The first attribute listed in Table 2, stone type, has two states, obsidian (all glassy igneous stone) and basalt (all non-glassy igneous stone). The second attribute, color, also has two states, brown and gray. The gray specimens vary from a true gray to a nearly colorless transparent condition. The third attribute, matrix clarity, has three states: clear, translucent and opaque. Clear specimens are practically transparent, and opaque specimens may transmit a small amount of light on very thin edges.

The fourth attribute, imperfections, is the most complex, with five states: bubbles, streaks, patches, cloudy, and speckles in clear streaks. The bubbles referred to are very small, similar in size to bubbles in carbonated water. Streaks are linear, often layered, arrangements of color encased in a clear matrix, or similar arrangements of clarity in a dark matrix. Patches and speckles are dark spots visible in a clear matrix, but patches are larger and have more shape than speckles, which are very small. A cloudy imperfection is one with amorphous areas of varying darkness in a clearer matrix.

The last attribute, texture, has two states, rough and smooth. Specimens with rough texture reflect light in a scattered fashion, so that reflections of form cannot be seen. They are also rough to the touch.

RM types were separately defined if they possessed different sets of attribute states. There was originally an RM type 5, but it was eliminated during a refinement of the definitions, and the remaining RM types kept their numbers. RM type 17 is a miscellaneous category with no internal consistency, and it will not be included in the analyses to follow. Since it has only four specimens, this results in no significant bias.

Another way of representing the difference and relationships among the RM types is that shown in Figure 3, which is a dendritic key for distinguishing between the defined RM types, and may also be viewed as an hierarchical classification. The order in which the various attributes are brought into play in the dendrogram is arbitrary to a large extent, particularly with respect to color, matrix clarity and texture. Three principal groups emerge from this classification: RM types 3, 7 and 10; RM types 1, 4 and 6; and RM types 2, 9, 13, and 16. The latter two groups are more closely related to one another than to the first group, because the latter two groups are gray while the first group is brown.

Another way to classify the RM types is in terms of an index of similarity based on the data in Table 2. Since there are five attributes used to classify lithic specimens, the greatest number of attribute states that two different RM types can have in common is four and the least is zero. Thus, the degree of similarity between any two RM types can be expressed in terms of the number of attribute states they have in common, on a scale from 0 to 4. An average-linkage cluster analysis (Doran and Hodson 1975:176) of the RM types using this index of similarity produces the dendrogram shown in Figure 4. The most easily distinguished groups here are the same as those in the hierarchical classification (Figure 3). The only difference of potential significance is that RM type 12 is here grouped with types 2, 9, 13, and 16, whereas before it was more closely associated with types 3, 7, and 10. Though types 14 and 15 are represented to be more similar to the group of RM types 3, 7, and 10 than to the other groups in Figure 4, the degree of similarity (2.333) is low, and the difference from Figure 3 is thus not great.

## CO-OCCURRENCE ANALYSIS

A co-occurrence analysis was done to determine which RM types tend to occur together in the collection squares and which types tend not to co-occur. Those RM types that were brought to the site at the same time during a particular visit by a particular group of people should tend to cluster together on the surface of the site, and a co-occurrence analysis is well designed to find patterns of this sort (see Pettigrew 1982:35-36 for another example of co-occurrence analysis). A detailed explanation of the theory and procedures involved in co-occurrence analysis is presented in Appendix 1.

At the Wagontire Site the clusters of RM types produced by co-occurrence analysis would be expected to be comparable to those based on degrees of similarity among the RM types as well as to those derived from trace element analysis if similar types actually tend to come from the same source. That is, if obsidian from a given source displays some variability but has some visually discernable attribute states in common, its variants should co-occur regularly on the surface of a site to which it was brought and deposited. A lack of correspondence between the three kinds of clusters would suggest that different sources can have visually similar kinds of stone, or that the same source can have very dissimilar variants.

The results of co-occurrence analysis applied to the RM types is shown in matrix form in Table 3 and as a dendrogram in Figure 5. Three major groups are separated, and thus tend very strongly not to co-occur on the site: the group of RM types 2, 9, 13, 14, and 16; the group of types 1, 6, 11, 12, and 15; and the group of types 3, 4, 7, 8, and 10. Groups of RM types that co-occur at significantly positive levels are: types 2, 9, 13, 14, and 16 (mentioned just above); types 1, 6, 11, and 15; and types 3 and 4. Types 7 and 10 are positively associated but not at a very significant level, and as a group tend not to co-occur with other RM types. The strongest pattern shown by the analysis is that the group of types 2, 9, 13, 14, and 16 is very cohesive and strongly separate from all of the other types.

## TRACE ELEMENT ANALYSIS

The third and final analysis of the RM types was a trace element identification by x-ray fluorescence, performed by Lee Sappington of the Laboratory of Anthropology, University of Idaho. By comparing the sets of trace elements present in obsidian specimens, it is possible to select the most probable geographical source for the raw material from among the known sources in Sappington's source catalogue (Sappington 1981). Five specimens from each of 14 obsidian RM types (type 17 was excluded) were submitted for trace element analysis. Of those 70 specimens, 68 were analyzed for trace elements (apparently two specimens were too small) as described by Sappington in Appendix 2.

The results of the sourcing are shown in Table 4, which groups an RM type with a known source if three or more of the five analyzed specimens are most closely associated with that source. The great majority of specimens were identified with two sources: Buck Spring, 68 km north of the site, and Burns 1, 82 km northeast of the site. Surprisingly, none of the specimens were identified with Glass Buttes, a very well known source only 40 km north of the site. The RM types can be grouped according to their apparent sources: types 1, 3, 7, 10, 12, and 15 identify with Buck Spring; and types 2, 4, 9, 11, 13, 14, and 16 identify with Burns 1. Only type 6 is strongly inconsistent, with four different sources represented in the five specimens.

A comparison of the source groups with the hierarchical classification based on macroscopic examination (Figure 3) shows a good correspondence, but one that would be significantly improved if the macroscopic distinctions based on texture were eliminated. The result of this change is that color is the primary distinguishing attribute among obsidian types, with the Buck Spring types mostly brown and the Burns 1 types all gray, but all of the types still remain distinguishable from one another without the use of texture, as shown in the revised hierarchical classification of Figure 6. In this revised classification, the two RM types with rough texture, 14 and 15, are regrouped by color (14 with the gray types and 15 with the brown), thus simplifying the classification, maintaining the identity of all the types, and grouping them in the way that most closely reflects the macroscopic differences between sources.

## COMPARISON OF ANALYSES

A convenient way to compare the classifications of RM types resulting from the three analyses (macroscopic examination, trace element analysis or sourcing, and co-occurrence analysis) is to line the three classifications up side by side, as in Figure 7. This comparison shows some very interesting patterns whose explanations must relate strongly to the prehistoric patterns of site use.

To aid in the discussion, some terminology needs to be defined. Groups defined by macroscopic examination are called "M-groups," those based on trace element analysis are "T-groups," and those derived from co-occurrence analysis are called "C-groups." The RM types belonging to each named group are included in the name of the group.

The comparison (Figure 7) shows two groups of RM types that remain internally cohesive across all three classifications. The first of these is group M(2-9-13-16), a subset of groups T(2-9-13-16-4-11-14) and C(2-9-13-16-14). Thus, group M(2-9-13-16) behaves as a single unit or single RM type, and shall hereafter be referred to as RM type 216. The second cohesive group is M(3-7-10), which is a subset of groups T(1-3-7-10-12-15) and C(3-7-10-4). This group shall hereafter be called RM type 310. RM type 216 is gray, translucent, identified with the Burns 1 source, and has strong internal co-occurrence (see Figure 5). RM type 310 is brown, opaque (not including specimens with bubbles) identified with the Buck Spring source, and, as part of the group C(310-4), is independently located on the site.

There is generally very good correspondence between the M-groups and the T-groups. Only two of the gray obsidians do not identify with the Burns 1 source. RM type 1, the only perfectly clear type found on the site, apparently comes from Buck Spring, the source of all of the brown RM types. Perhaps type 1 should be regarded as a brown variety from which, during its formation, all of the brown pigmentation was separated. RM type 6, the other gray obsidian not identified with the Burns 1 source, appears to be composed of macroscopically similar materials from different sources, though a large proportion of it may come from the Buck Spring source.

Correspondence between the T-groups and the C-groups is noticeably less strong. The clearest pattern is that group C(216-14) is associated exclusively with the Burns 1 source. The other two C-groups are divided between the two sources, though they both are composed mostly of RM types from Buck Spring. Group C(1-6-15-11-12) comprises three RM types from Buck Spring (types 1, 12, and 15) one from Burns 1 (type 11), and inconsistent type 6. Group C(310-4) is all from Buck Spring except for type 4 from Burns 1.

## TESTING OF HYPOTHESES

The results of the comparison of the three kinds of classifications support the basic hypotheses that prompted the analysis. The first hypothesis was that it is possible to recognize visually the differences between obsidians from different sources deposited at a particular site. Figure 7 shows that it is indeed possible to do this at the Wagontire Site; only RM type 6 cannot be identified with either one of the two major sources. While there is certainly some error involved in the identification of sources by macroscopic inspection, the reliability at this site proved to be great enough to illuminate interesting and useful patterns. However, no identification of sources is possible without trace element analysis of a sample of each RM type at a particular site under scrutiny.

The second hypothesis was that each visit to the site by its prehistoric users resulted in the deposition of a lithic material assemblage soúrces were limited in number and possibly distinct from those of lithic assemblages deposited at other times. The co-occurrence analysis indeed produces three major non-co-occurring groups of RM types that could very well represent three major episodes of use of the site. The corollary hypothesis is also supported: that co-occurrence analysis of the visually separated RM types should tend to group together those types that come from the same source. As mentioned above, one of the C-groups is exclusively related to the Burns 1 source, while the other two C-groups are composed mostly of RM types from Buck Spring (in each case including one RM type from Burns 1).

That two of the C-groups are not pure by source raises another interesting consideration. A C-group need not necessarily be derived from a single source, because a raw material assemblage brought to the site in one episode of use could very well have included materials from two or more sources. Flintknappers today often keep materials on hand from several sources in their workshops, and prehistoric stone flakers also likely carried with them on occasion materials from more than one source. The presence of different sources in a C-group demonstrates that different RM types are found together not simply because they were struck from the same core.

The hypothesis that the three C-groups at the Wagontire Site represent three episodes of occupation can be tested by comparing the C-groups as assemblages. Two kinds of comparisons were initially tried: comparison in terms of the relative proportions of artifact classes, and in terms of the spatial distributions of the C-groups on the site. The relative proportions of artifact classes are given in Table 5, and expressed as a cumulative percentage graph in Figure 8. Statistical comparisons of the artifact class percentages show, as one would expect from inspecting the figure, that there are no significant differences between the assemblages. In one respect, however, the C-group assemblages are significantly different: in terms of the proportion of tools in the total sample (see Table 5 and Figure 9). Group C(1-6-11-12-15) (hereafter called "C1") has a much higher proportion of tools in its assemblage than the other two C-groups, and group C(2-9-13-14-16) (hereafter called "C2") has a significantly higher proportion of tools than group C(3-4-7-8-10) (hereafter called "C3"). Inspection of Table 5 reveals the factors responsible for these differences. While groups C1 and C2 have nearly the same amount of unused debitage, C1 has more than twice as many tools. Though groups C2 and C3 have nearly the same number of tools, group C3 has 65% more unused debitage.

These comparisons of the C-group assemblages partially support the hypothesis of three episodes of occupation. The high similarity between assemblages in terms of the tool class percentages does not support the hypothesis, but it does not contradict it, either. Functionally identical activities in separate episodes could have produced the same result. The significant differences between assemblages in their proportions of tools in the total sample do support the hypothesis, since they indicate that the C-groups are distinguishable in terms of objective parameters other than those that defined them in the first place (the RM types and the co-occurrence rates). These differences between C-groups could very well reflect separate episodes of occupation of the site.

The spatial distribution of the C-groups on the site very strongly supports the hypothesis. Figure 10 shows the distribution, for each of the three C-groups, of collection units with debitage counts significantly ($p$ less than or equal to 0.10) greater than expected in a random distribution. In each collection unit so indicated, the C-group is significantly more frequent than its proportion in the site as a whole. The spatial patterns displayed make it clear that each C-group is concentrated in a different area of the site, a result that could very well have been produced by separate episodes of occupation. Group C1 is concentrated in the western portion of the main cluster (west of 110W), group C2 in FC1 outside of the main cluster (except for one low frequency unit in the main cluster area), and group C3 in the eastern portion of the main cluster (east of 110W).

The results shown in Figure 10 demonstrate both the statistical utility of the co-occurrence analysis and the spatial separation of the C-groups on the surface of the site. The co-occurrence rates for pairs of RM-types were based on counts only within collection squares, and had nothing to do with relations between squares, and yet the resulting C-groups are distributed in such a way as to define spatial zones, often composed of many squares. The analysis demonstrates, then, that there are macroscopically recognizable groups of RM-types whose debitage is spatially separable on the site. That these groups exist (even including RM-types from more than one source) and are separately distributed is explicable only in terms of prehistoric cultural behavior. The C-groups were in all likelihood separately deposited, and the hypothesis of three episodes of occupation appears to be the best explanation for the pattern. We cannot rule out, however, the possibility that the site was used only once by three spatially separate task groups.

During the course of the analysis, it was observed that the areas of surface concentration for groups C1 and C3 are adjacent but separated by the line at 110W. The possibility thus appeared that the differences between the C-groups were purely spatial in origin. According to this hypothesis, activity areas on the site were fairly strictly separated, and assemblages defined only by surface areas would display stronger differences among them than those seen for the C-groups. To test this proposition, the main cluster was divided at the 110W line into two spatially distinct assemblages, one east of 110W and one west of the line. The three resulting assemblages (east, west, and FC1) were compared in the same ways as the C-groups discussed above. As with the C-groups, there were no significant differences between the spatial groups in terms of the relative proportions of tool classes. In the proportion of tools in the total assemblages (as with the C-groups), the spatial groups were significantly different from one another (east vs. west at .10 level, east vs. FC1 at .10 level, west vs. FC1 at .05 level). These differences, however, are not as significant as those observed for the C-groups (see Table 5). Consequently, the hypothesis that the already defined assemblages would display stronger differences among them than those seen for the C-groups is contradicted, and the C-groups are shown to be better discriminators between what are presumably occupational episodes on the site.

This result is of interest not only because it shows the behavioral representativeness of the C-groups, but also because it reveals that the prehistoric activity areas of the site cannot be strictly separated by area. All three C-groups are found throughout the site, even though

71, 72, and 74 (Pettigrew 1979a:30). Of these sites, only 35HA71, a lithic surface cluster, has a percentage as great as that at the Wagontire Site.

Differences between C-groups can be found by comparing them in terms of edge-type percentages, as shown in Table 9. Analysis of this table reveals that group C3 has a greater proportion of Type 2 edges than either group C2 (at p = .079) or C1 (at the .05 level), and a lesser proportion of Type 7 edges than group C1 (at the .05 level). No significant differences are apparent between groups C1 and C2. This analysis discriminates group C3 from the other two groups.

Differences between C-groups can be found also by comparing them by their edge frequency, that is, the number of edges present per specimen, as shown in Table 10. Analysis of the table shows that group C2 has proportionately more specimens with one or two edges and fewer specimens with three or more edges, than either group C1 (at p = .037) or C3 (at p = .021). This analysis, then, discriminates group C2 from the other two groups, which are not significantly different from each other.

Further distinction between C-groups can be made in terms of the ratio N/Ns (Table 9), which is the number of edges to the number of specimens. Presumably, this ratio will be higher for sites that were intensively used or where raw material was very expensive, and lower where there was only light or infrequent use or where raw material was easily obtained. At the Wagontire Site, group C2 shows the lowest ratio (1.33) and C3 the highest (1.93). The difference between these two ratios can be shown to be significant at the .10 level, while neither is significantly different from that ratio in C1.

The flake unifaces for the Wagontire Site as a whole were analyzed for co-occurrence of edge types by the same procedure as that used for Hager's Grove in the Willamette Valley (Pettigrew 1980d) and for the Mill Creek sites in Central Oregon (Pettigrew 1982). No significant differences could be found between the adjacent and non-adjacent co-occurrence rates of the edge-type-pairs.

Table 11 gives the significant results of the co-occurrence analysis, and shows that edge types 1 and 6 and types 2 and 7 co-occur at a lower-than-expected rate, and types 2 and 6 are found together significantly more frequently than expected. Comparison of the C-groups on this basis, as well as comparison of the adjacent and non-adjacent co-occurrence rates, was not attempted due to the low sample-sizes that would be produced by splitting the sample for those comparisons.

The weight of each flake uniface in the collection was recorded, and these weights are summarized by C-group and for the site as a whole in Table 12. Comparison of the C-groups in the table shows that group C2 is significantly greater than C1 in terms of the number of specimens in the weight class 2.01-4.00g. Another significant result is that the average weight per specimen for group C1 is more than twice that of the other two groups.

## SUMMARY AND CONCLUSIONS

The preceding analyses produced a variety of relationships and patterns that must be taken into account by anyone interpreting the site and the human activities performed there. These relationships and patterns are listed below for ease in reference for the discussions to follow. An individual pattern may not by itself have much explanatory potential, and its full significance may not be seen until it is compared with other patterns and viewed in the context of explanatory hypotheses.

### SUMMARY OF SIGNIFICANT PATTERNS

### Lithic Debitage

1. Raw material from separate sources is macroscopically distinguishable (Figures 3, 4, 6, and 7; Table 4).

2. Three major groups (C-groups) of raw material (RM) types tend very strongly not to co-occur on the surface of the site (Figure 5).

3. Group C2 derives from the Burns 1 source (82 km northeast of the site), while in both groups C1 and C3 most RM types derive from the Buck Spring source (68 km north of the site) (for group C1, one RM type is from Burns 1 and one is unknown; for group C3, one RM type is from Burns 1) (Table 4).

4. C-group concentrations are spatially distinct on the site, with group C1 concentrated in the western portion of the main cluster, group C2 in a separate concentration outside of the main cluster, and group C3 in the eastern portion of the main cluster (Figure 10).

5. The C-groups differ in terms of their frequencies of debitage weight classes, with group C1 showing the greatest distinctiveness: C1 is less frequent in class .01-.25g and more frequent in class .76-1.00g than the other two C-groups, and is more frequent in class .51-.75g than group C3 (Table 6 and Figure 11).

6. The C-groups differ also in terms of their frequencies in debitage flake stages, again with group C1 showing the greatest distinctiveness: C1 has proportionately fewer interior flakes and more secondary cortex flakes than the other two C-groups (Table 7 and Figure 12).

## Flake Unifaces

1. Edge-type 7 (notched) is more frequent at the Wagontire Site than at most sites in Oregon previously analyzed.

2. Group C3 has a higher proportion of edge-type 2 (straight) than either of the other two C-groups (Table 9).

3. Group C3 has a lower proportion of edge-type 7 than group C1 (Table 9).

4. Group C3 has a higher ratio N/Ns (number of flaked edges to the number of specimens) than does group C2 (Table 9).

5. Group C2 has a higher proportion of specimens with one or two flaked edges, and a lower proportion of specimens with three or more flaked edges, than either of the other C-groups (Table 10).

6. The co-occurrence rates of edge-type-pairs 1 and 6, and 2 and 7, are lower, and the rate for pair 2 and 6 is higher, than a random distribution would predict (Table 11).

7. Group C1 has proportionately fewer specimens in weight class 2.01-4.00g than group C2 (Table 12).

8. Group C1 has a much greater average weight per specimen than either of the other two groups (Table 12).

## Assemblage Parameters

1. The C-group tool assemblages do not differ significantly in terms of artifact class percentages (Table 5, Figure 8).

2. In terms of the proportion of tools in the total assemblage (including debitage), group C1 is greater than either of the other two C-groups, and C2 is greater than C3 (Table 5 and Figure 9).

## CHRONOLOGY

Cultural deposits without significant depth, such as the Wagontire Site, are notoriously difficult to date. In the absence of organic material suitable for radiocarbon analysis, and without stratigraphic superposition, only two avenues are currently possible for estimating chronology: age estimates of the geomorphic surface and cross-dating of projectile point styles. Apparently no geologic studies of Quaternary deposits have been done in the area, but the absence of dunes or erosional channels in the vicinity of the site suggests that the ground surface has been stable and uneroded for a considerable time, possibly since the end of the Pleistocene or longer.

Only two projectile points were recovered from the site (Figure 1), both of them stylistically rather early (see chapter, "Cultural Debris"). Both the lanceolate (specimen 2-1, Figure 1a) and the willow-leaf-shaped (specimen 11-1, Figure 1b) point are similar to styles found in the Windust Phase (10,500-8,000 B.P.) on the lower Snake River (Rice 1972). Leaf-shaped points similar to specimen 11-1 are found on the lower Snake River in the Cascade Phase (8,000-5,000 B.P.) (Leonhardy and Rice 1970). Both styles fit into Fagan's (1974) Period IV, estimated to range from 7,000 to 11,000 B.P. on the basis of cross-dating to Plateau and Great Basin sites.

Though the association of objects on the surface is obviously problematical, it seems probable that the projectile points were deposited on the site during one or two of the same visitations that produced the rest of the assemblage, during the period when those styles were in use. Alternative explanations are that the points were deposited there independently of the other objects or that they were picked up from some other locality and left at the site at a time significantly later than their manufacture. No later point styles were found, however, a fact rendering these alternative explanations less probable than the most straightforward one. The tentative conclusion, then, is that the Wagontire Site was probably (but far from certainly) in use during the period 11,000 to 7,000 years ago.

Confirmation of this age estimate may eventually be possible using other data from the site. One possibility is suggested by Flenniken and Stanfill (1979:97-99), who argue that the lithic technologies represented by the debitage at lithic surface clusters in the northern Great Basin may be chronologically diagnostic, and perhaps more accurate temporal markers than projectile point styles. If this is true, then continued investigation and reporting of lithic surface clusters will eventually allow the definition of cultural change in lithic technologies, and thereby the dating of surface sites heretofore assumed undatable.

Another avenue for chronological estimates relates to changes in the relative use of lithic raw material sources. Hanes (1980:148), for example, indicates that the range of sources represented in Dirty Shame Rockshelter changed during the long period of use of the site. A more comprehensive analysis of a similar situation is reported by Zeitlin (1982), who demonstrates that the proportionate use of obsidian sources in Mesoamerica changed significantly over time, and by Schindler *et al.* (1982) for RM types in central Pennsylvania. If obsidian or other lithic raw material sources can be shown to have been used more or less intensively in different prehistoric periods in the northern Great Basin, then their relative abundance at a site may offer useful temporal clues.

## HUMAN USE OF THE WAGONTIRE SITE

The use of the Wagontire Site probably was connected closely to the hunting of land animals. The presence of apparently used projectile points fits with this interpretation, as does the setting of the site and the lack of evidence for other kinds of uses. For example, the procurement of raw lithic materials is not indicated because the flakes are generally small and rarely possess cortex. Also, collection of plant foods draws no support, since no food processing tools (such as manos, metates, mortars, and pestles) were found. But if the site was used by hunting parties, what activities were performed on the site? There seem to be three major possibilities to choose from: butchering, cooking, and maintenance (the latter including the manufacture and repair of tools, equipment and clothing) (see discussion in Pettigrew 1982:57-60). Butchering is possibly ruled out by the relative lack of recognizable, heavy-duty cutting tools in the assemblage, though Hester et al. (1976) point out that butchering can be done with obsidian flakes alone. Evidence for cooking, such as fire-cracked rock, charcoal or oxidation stains, and charred bone, is also absent.

For maintenance activities there is plenty of evidence. Much of the tool assemblage and the lithic debitage probably were produced by this type of use. The assemblage is made up of small tools (flake unifaces, burins, unformed bifaces, etc.) that would have served well in the working of softer materials (bone, wood, antler, leather, etc.) out of which most other tools and clothing were made. In this context it is useful to compare the Wagontire Site assemblage to those of the Mill Creek sites, CR20 and CR21 (ibid.). In the interpretation of those sites, two classes of maintenance activities were distinguished: those relating to the manufacture and repair of bifacially flaked tools (projectile points and formed bifaces) and those indicated by flake unifaces, PE's and burins. The assemblage from the Wagontire Site supports this separation of activities in two ways. First, the tool assemblage is composed overwhelmingly of non-bifacial flake tools (the "flake uniface group" in the terms used for Mill Creek), and, second, there is a relatively low proportion of very small flakes (compare the frequency of obsidian flakes in the weight class .01-.25g for site CR20, 80.89% of the sample of 1,685 items, to the frequencies shown in Table 6 of this report).

That the site was used for maintenance activities not relating to the manufacture of projectile points and bifaces is also indicated by the high proportion of tools in the entire assemblage (including debitage). Biface production should be expected to produce large numbers of small waste flakes, such as observed at site CR20 (see discussion, Pettigrew 1982:53-55, and cf. Patterson and Sollberger 1978:105), and tend to produce a low proportion of tools in the assemblage. In the case of site CR20 that proportion is .020 (op. cit., Table 2), while at the Wagontire Site it is .079, or .063 if the used debitage is thrown in with the rest of the debitage (Table 5). The figure for site CR20 would be lower (.017) if unflaked tools (such as percussors and anvil stones) were removed from the assemblage. The proportion of flaked tools at the Wagontire Site, then, is four times that at site CR20.

If the production of bifacially flaked tools was not an important activity at the Wagontire Site, then what explains the debitage that is present? Some biface production may have been carried on, but a great part of the debitage probably resulted from the production of flakes for use directly as unmodified tools in their own right. It has been proposed for other localities, at Stinkingwater Pass (Pettigrew 1979a:54) in eastern Oregon, Hager's Grove (Pettigrew 1980d:66-67) in the Willamette Valley, and at Mill Creek (Pettigrew 1982:55) in central Oregon, that CCS (cryptocrystalline silica) flakes were produced often for use as unmodified tools while obsidian had a more specialized use as the raw material for projectile points. At the Wagontire Site, however, CCS was not used (except for one projectile point), and obsidian usage is far less specialized than in other areas of Oregon. Obsidian apparently was used for all tasks involving sharp cutting edges, and not simply for bifacially flaked tools. Much of the obsidian debitage on the site, then, was produced as unmodified cutting tools. The lack of CCS may perhaps be explained by its absence as a locally available material, and the local abundance of obsidian.

The people who used the Wagontire Site probably came from the Harney Basin to the northeast, judging from the two major sources of obsidian used (Buck Creek and Burns 1; see Map 1) as well as from the fact that the Glass Buttes source nearby the site is apparently not represented in the collection. How the Wagontire Site fits into the settlement pattern or the seasonal round of the society that used it is conjectural at present, because no specific models have been proposed to account for the regional site distribution. It is well known that the region around the Wagontire Site has been used probably since terminal Pleistocene times (Mack 1975a) and that many different kinds of sites are present (including mostly hunting camps and sites for the procurement and processing of lithic raw materials). Distributional patterns of lowland sites in the Harney Basin are still very imperfectly known (notwithstanding information given by Newman et al. 1974), leaving a huge gap in the existing data base that hinders serious hypothesizing about prehistoric land-use patterns.

A very generalized model of the prehistoric Harney Basin pattern of subsistence and resource exploitation has been presented in the discussion of data from Stinkingwater Pass (Pettigrew 1979a:55-58). According to this model, family groups from the lowlands proceeded to upland base camps during the summer. From these base camps, men traveled on hunting forays, stopping at short-term camps for maintenance activities and preliminary butchering, while women and children remained at the base camps to collect vegetable foods and raw materials. If the Wagontire Site fits into such a pattern (and it may not, considering that the environment around it differs in important ways from Stinkingwater Pass), then we should expect to find base camps nearby with evidence for the processing of vegetable foods (i.e., grinding tools). Several sites possibly fitting this description were found by Mack (1975a) in the area around Glass Buttes, but no extensive surveys have been done in the Wagontire area.

The use of co-occurrence analysis applied to RM (raw material) types has made it possible to show that the resulting C-groups (groups of co-occurring RM types) are spatially separable (though overlapping) on the site. The best and simplest explanation for this pattern seems to be that the site results from three separate visitations or occupations at different times, though contemporaneous occupation by three distinct groups of people cannot be ruled out. The use of the site did not vary greatly from one occupation to the next, as indicated by the close similarity in the C-group assemblages. The usage of the site as discussed above applies to all three C-groups, but there are some differences between C-groups that indicate some variance in the relative intensity of the activities performed.

The most distinct group is C1, which apparently involved more maintenance of non-lithic tools or clothing and less biface manufacture and repair than group C2 or C3. Evidence supporting this interpretation of group C1 includes a higher proportion of tools in the assemblage, fewer small flakes and more medium-sized flakes, fewer interior flakes and more cortex flakes, and a much greater average weight per specimen for flake unifaces, than the other groups.

Groups C2 and C3 appear very similar to each other in most respects (an interesting fact when one considers that their spatial separation is the greatest on the site), indicating a high functional similarity. The significant differences between them, however, certainly indicate that the activities they represent were not identical, even if we cannot be sure how those activities differed. Group C2 has more flake unifaces with one or two edges, and fewer with three or more edges, than the other two groups, perhaps indicating less re-use of flake unifaces. A related and similarly indicative parameter is that group C2 has a lower ratio N/Ns (number of flaked edges to the number of specimens) than group C3. Group C3 has the lowest proportion of tools of the C-groups on the site, possibly indicating a greater proportion of biface manufacture or a greater reliance on unmodified flake tools than the other C-groups. Group C3 also has the highest proportion of Type 2 (straight) and lowest proportion of Type 7 (notched) flake uniface edges, facts which are as yet difficult to interpret behaviorally but which may take on more significance in the future.

## THE UTILITY OF LITHIC SURFACE CLUSTERS

Whatever prehistoric human activities were responsible for the many clusters of lithic debitage lying about on the surface of the ground in the northern Great Basin, these activities probably were of considerable importance to the societies that produced the clusters, for they constitute the most numerous type of site in the region. Their very frequency, however, has resulted in their devaluation by many of those whose task it is to interpret and protect them. The terminology used to describe them betrays some of this attitude. For example, they are often called "chipping stations," as if it were clear that they are simply residue from some stage of manufacture of flaked stone tools. This report should help to make it clear that the function of any one of these sites cannot be judged without a detailed and thorough analysis of the patterns it exhibits, and that at least several different functions for such a site are possible. Among the possible activities performed on the site are biface manufacture and repair, repair of non-lithic tools and clothing, butchering (including several possible stages), cooking, food processing (including both animal and vegetable foods), quarrying (including several stages of core reduction), observation, and ceremonial activities. Other possibilities may exist, and should be explored, and several functions may have operated at one site. The point that must be understood is that surface clusters should not simply be shrugged off as being "all the same," and that they should no longer be largely ignored, much less sacrificed without investigation.

Previous investigation (Redman and Watson 1970, Pettigrew 1979a, Hanes 1980a, Flenniken and Stanfill 1979, Morris 1981) has already strongly supported the idea that lithic surface clusters are potentially very productive of quite useful archaeological data, productive enough by any reasonable standard to term them "significant" sites. This report should substantially add to the body of information supporting the significance of such sites.

One of the main thoughts that have led some to undervalue lithic surface clusters is that, being on the surface, they are subject to disturbance by a wide variety of agents, and subject also to mixing of components by successive occupations. It is thought, therefore, that the horizontal patterning is seriously eroded and that the lack of vertical separation of components renders analysis more problematical and interpretation of results less productive and reliable than for buried sites.

This conclusion is a fallacy. While it is true that the ideal site is one in which the debris of successive occupations is undisturbed and stratigraphically separated, such sites are in fact extremely rare. To begin with, any occupational surface tends to be disturbed by its original users, even if it is subsequently buried. Also, it may lie on the surface for a considerable time, leaving it exposed to the dire effects of surficial disturbing agents and allowing debris from successive visitations and uses to become mixed. Burial of such an occupational surface may or may not result in stratigraphic separability of components, but, even if it does, subsurface agents of disturbance typically mix together debris from superimposed components to a varying degree (see discussion by Pettigrew 1982:56-57). The end result is very often a site in which successive components can with some difficulty be distinguished, but where each distinguishable assemblage is merely the sum of debris from many visitations and different activities. This assessment of buried sites is not intended to suggest that they are of little value, but rather to show that archaeology must be applied to imperfect sources of data, whether from cultural deposits buried or cultural deposits on the surface.

Lithic surface clusters (LSC's) actually have some advantages over buried sites in terms of their analytical usefulness. Surface sites commonly record a limited set of activities performed over a relatively short period at a locality, thus making it easier for the archaeologist to associate a particular type of assemblage with a particular prehistoric activity set. I shall call this characteristic functional purity. Though it may not yet be possible to demonstrate the validity of this assertion by statistical manipulation of existing data, it is my experience that most LSC's are small both spatially and numerically, while most buried sites are larger (at least numerically) with more diverse assemblages. The cause of this difference may simply be that most small buried sites remain undetected, while small LSC's are easily found. The result, in any case, is that the functional purity of LSC's is high relative to typical buried sites, rendering the functional signatures of LSC's more interpretable in their assemblages. The definition of functional signatures from LSC assemblages should eventually facilitate the unraveling of the complex patterns found in functionally mixed assemblages such as seen in many buried sites.

Another advantage of LSC's has already been mentioned: sites on the surface are more easily found than buried sites. This means that the analysis of settlement patterns and modes of economic exploitation is potentially greatly aided in areas where the archaeological record is nearly completely exposed on the surface in LSC's. These areas should in fact be sought out for such studies, because the record available in areas where most sites are buried or otherwise obscured possesses much less reliability and analytical value as a result of its relative incompleteness. Furthermore, any attempt to understand land-use patterns in the northern Great Basin or in other places where LSC's are common could have no validity without comprehensive study of LSC's, since LSC's constitute such a large part of the archaeological record and must represent a fundamentally important part of prehistoric human endeavor.

A third advantage of LSC's is that, being two-dimensional and on the surface, their spatial patterns are easier to recognize, represent and analyze than the three-dimensional patterns found in buried sites, and their data can be collected faster and less expensively. The Wagontire Site is a good example of this latter important characteristic: the amount of field time expended to collect the data that this report describes was only about nine man-days, including travel time. Had the site been buried, the field time required to collect the same amount of data would easily have been more than 1,000 man-days, and a great deal of laboratory time would have been spent determining and representing spatial patterns from the huge quantity of excavation data, with no guarantee of significance for the vertical dimension.

The analysis of the Wagontire Site reported here demonstrates that LSC's can provide prehistoric information comparable to that now gotten from other types of sites that have been investigated. Because raw material sources can now be discriminated both by trace element analysis and macroscopically (by color at the Wagontire Site, though other attributes may be useful elsewhere), it is possible to interpret such sites in terms of trade relationships, home territories, and even ethnicity. Analysis of the spatial patterns on the site can offer clues to distinguish separate occupations. Chronologic information is available through stylistic analysis of projectile points, technological attributes expressed in the debitage and perhaps even in the raw material sources represented. Site function can be approached through study of the assemblage, including both tools and debitage.

This report certainly has not exhausted the analytical potential of LSC's, for there are many more kinds of analysis that could have been applied to the data, but were not because of the extra time and expense involved. Among these kinds of analysis are studies of use-wear patterns (Semenov 1964, Hayden 1979), flake morphology (Katz 1976, Muto 1976, Hanes 1980), edge angle (Gould *et. al*. 1971, Wilmsen 1968), and lithic reduction systems (Muto 1971, Flenniken and Stanfill 1979). The literature on these subjects is vast (see summary by Hanes 1980), and is growing. As time passes, the cumulative experience of lithic analysts can only increase the archaeological value of LSC's such as the Wagontire Site.

## APPENDIX 1: THEORY AND PROCEDURES OF CO-OCCURRENCE ANALYSIS

Co-occurrence analysis was devised originally as a way of assessing the rates of co-occurrence of edge types on flake unifaces (Pettigrew 1980:79-85), but it has been found to have much more general utility. The basic premise of co-occurrence analysis is that classifiable items that occur in a defined space can be shown to occur together (co-occur) at a higher, equivalent, or lower frequency than would be expected if they were distributed independently of one another (randomly) throughout the space. The expected frequency of co-occurrence of two classes of items whose distributions are independent of each other can easily be computed from the relative proportions of those two classes in the whole population of items. The actual co-occurrence frequency is then compared to the expected frequency to produce a statistical measure (the standard measure) of the difference between them. An average-linkage cluster analysis of the co-occurring classes in items of the standard measure is then expressed as a dendrogram showing the relative degrees to which the classes co-occur in space.

The applicability of co-occurrence analysis is broad, in part because the space in which the classifiable items occur, the co-occurrence space (CS), can be either physical (in one, two or three dimensions) or simply conceptual such as a group of artifacts, a group of sites, a group of families, or a building with a number of rooms. The CS must be made up of two or more co-occurrence units (CU's), such as (for physical space) geometrically defined intervals or (as in the kinds of conceptual space mentioned above) artifacts, sites, families, or rooms. The co-occurring items that are the focus of the analysis must be assignable to classes of items, or co-occurrence classes (CC's), that can occur within each CU. The CC's must be independent of one another, so that the presence of one does not make necessary or preclude the presence of another. All of the CC's must be known, as well as their total counts in the CS.

The procedures of a co-occurrence analysis can be divided into four steps: (1) computation of the predicted co-occurrence proportions, (2) computation of the actual co-occurrence counts, (3) comparison of the predicted proportions with the actual counts, and (4) the average-linkage cluster analysis (with dendrogram). These steps are described below, first in mathematical terms, and then in a practical example.

### COMPUTATION OF THE PREDICTED CO-OCCURRENCE PROPORTIONS

This computation is based entirely on the proportions of the CC's in the CS, and has nothing to do with the spatial distribution of items. Theoretically, if the CC's in the CS are entirely independent of one another, their co-occurrence rates will depend only on their relative proportions in the total population. That is, the frequency by which (or the probability that) any two CC's (say, $CC_a$ and $CC_b$) will co-occur [this frequency or probability is expressed R(a,b)] is a function only of the proportionate size of $CC_a$ and $CC_b$ (these proportions are expressed $P_a$ and $P_b$). It can be shown that, if the polynomial expression

$$P_1 + P_2 + \ldots + P_n = 1$$

is the sum of the proportions of all of the CC's in the CS, then its square, or the quadratic polynomial expression

$$(P_1 + P_2 + \ldots + P_n)^2 = 1,$$

generates the expected co-occurrence proportions for every possible pair of CC's. This expression, when expanded, becomes

$$P_1^2 + 2P_1P_2 + \ldots + 2P_1P_n + P_2^2 + 2P_2P_3 + \ldots P_{(n-1)}^2$$
$$+ 2P_{(n-1)}P_n + P_m = 1,$$

or

$$\sum_{i=1}^{n} P_i^2 + 2\sum_{i=1}^{n} P_i\left(\sum_{i+1}^{n} P_j\right),$$

which is the square of each factor plus twice the product of each pair of factors. This expression illustrates that the expected co-occurrence proportion of any CC with itself is simply the square of its proportion in the CS, and that the expected co-occurrence proportion of any CC with any other CC is twice the product of their proportions in the CS. This same result can be obtained logically when it is understood that the probability of the co-occurrence (R) of $CC_a$ and $CC_b$ is really the probability of the co-occurrence of $CC_a$ and $CC_b$ *in that order* plus the co-occurrence probability of the *reverse* order, or

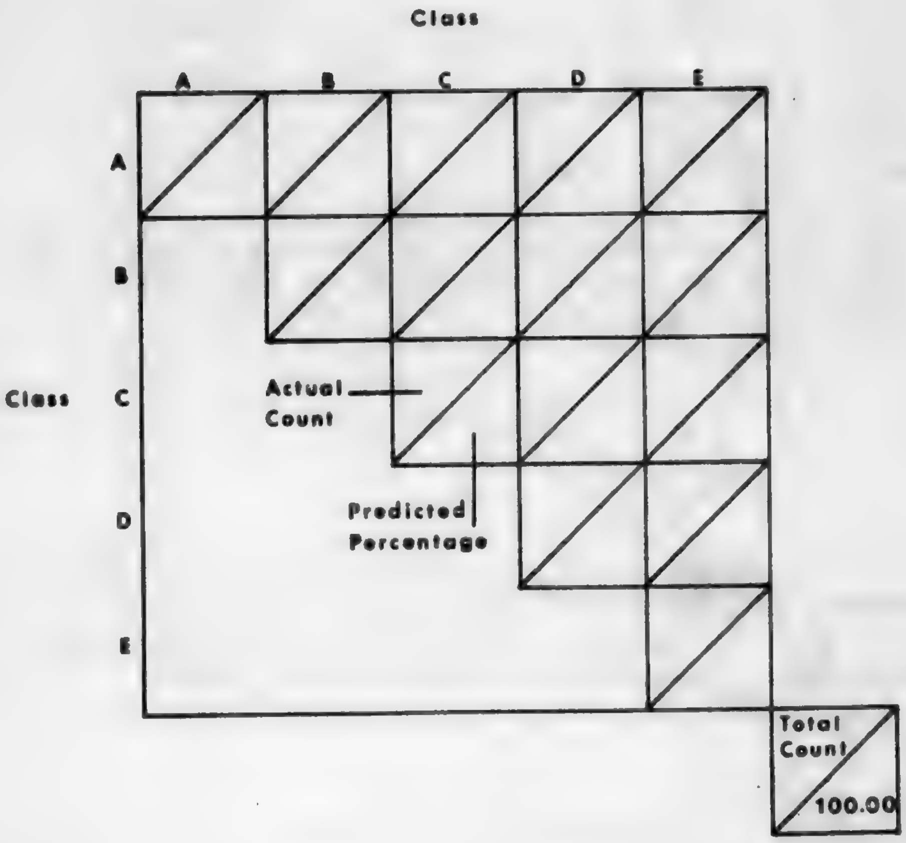
$$R(a,b) = P_aP_b + P_bP_a = 2P_aP_b.$$

When we wish to find the probability of co-occurrence of $CC_a$ with itself, there is only one possible order so the result is

$$R(a,a) = P_aP_a = P_a^2.$$

Anyone who wishes to demonstrate empirically that these probability derivations are correct can do so simply by taking a set of probabilities that add to unity and squaring the set as shown above. The resulting set of probabilities will always add to unity, demonstrating that all possibilities have been accounted for.

Unless the computations for co-occurrence analysis are done entirely on a computer, the best method for recording the predicted co-occurrence proportions is to arrange them as percentage in a matrix so that they can be readily retrieved. Since the actual co-occurrence counts (to be discussed in the next section) should ideally also be stored in a matrix, it is most useful to store both kinds of information in the same matrix by dividing each matrix cell into two parts with diagonal lines, as in the example below.



The computation of the standard measure (to be described below) requires the input of both the predicted percentages and the actual counts, making this matrix format very convenient.

## COMPUTATION OF THE ACTUAL CO-OCCURRENCE COUNTS

The co-occurrence count is the number of times a particular combination of two CC's actually occurs in all of the CU's in the CS. It is the sum of the co-occurrence counts of that pair of CC's in every CU. In order to obtain the co-occurrence count of a particular pair of CC's in the entire CS, then, one must first figure the counts for that pair in each CU, and then add these individual counts together for the final count.

It can be shown that the co-occurrence count of $CC_a$ with $CC_b$ in a particular CU is simply the product of the individual counts of the two classes. That is, if

$A$ = the count of $CC_a$ in the CU,

$B$ = the count of $CC_b$ in the CU,

and $U_i(a,b)$ = the co-occurrence count of $CC_a$ and $CC_b$ in $CU_i$,

then $U_i(a,b) = AB$,

or the product of the two counts.

It can also be shown that the co-occurrence count of $CC_a$ with itself in a particular CU is the sum of 1, or the following arithmetic progression with difference 1:

$$U_i(a,a) = \sum_{1}^{A-1} j.$$

For example, if the count of $CC_a$ in a particular CU is 6, then the count of co-occurrences with itself in that unit is $5 + 4 + 3 + 2 + 1 = 15$. Computation of this expression is actually simpler than this (particularly for large counts), since it is well known that

$$U_i(a,a) = \sum_{1}^{A-1} j = \tfrac{1}{2}A(A-1)$$

In the example above, then, the co-occurrence count can be figured as simply $\tfrac{1}{2}(6)(5) = 15$.

Once one has the co-occurrence counts computed for each possible pair of CC's in each CU, then it is necessary to figure the total co-occurrence count for each possible pair of CC's in the entire CS by summing over all the CU's. That is, if

$U_t(i,j)$ = the total co-occurrence count of $CC_i$ with $CC_j$ in the CS,

and $U_{cs}$ = the total count of all co-occurrences in the CS,

then $$U_{cs} = \sum_{i=1}^{n} \sum_{j=i}^{n} U_t(i,j),$$

for a group of n CC's.

If the co-occurrence analysis is being done on paper (and not by a computer), the recommended method for recording the co-occurrence counts is to place them in the same matrix (described above) with the predicted percentages. When this is done for all possible pairs of CC's and for the CS as a whole, one may proceed to the next step in the analytical procedure, the comparison of the actual and predicted rates of co-occurrence.

## COMPARISON OF ACTUAL AND PREDICTED CO-OCCURRENCE

This part of the analytical procedure, in which the actual and predicted co-occurrence percentages are compared, brings us very close to the goals of the analysis, for it is here that the co-occurrence patterns are extracted from the data. If there is non-randomness in the data, such as when CC's or groups of CC's are not independent of one another, the degree to which they tend to co-occur or not co-occur becomes evident at this stage of the analysis.

In comparing the actual co-occurrence count of a particular pair of CC's with the predicted co-occurrence rate, we make use of the time-honored statistic of estimating the standard error of a percentage, then expressing the difference between the actual and predicted percentages in terms of that standard error. Operationally, the method is to compute the standard error, or standard deviation ($s_p$) of the actual co-occurrence count (as a percentage of the total co-occurrence count, $U_{cs}$). Then the difference between the actual co-occurrence percentage and the predicted percentage (actual minus predicted) is divided by the standard deviation to express the difference as a multiple of the standard deviation. This is very similar to the well known statistical method of computing a normal deviate or a z-score (Mueller, Schuessler and Costner 1970:170), and provides a standard measure by which the deviation of the co-occurrence rate from the predicted rate for each pair of CC's can be compared to that of every other CC in the CS. The z-score also allows a probability estimate to be made for each deviation from the predicted co-occurrence rate.

The standard error of a percentage is estimated by the following formula:

$$s_p = \sqrt{\frac{pq}{n-1}} ,$$

where $s_p$ is the standard error of percentage,

$p$ = the sample percentage,

and $q = 100 - p$.

In co-occurrence analysis, the percentage involved here is the actual co-occurrence count of a particular pair of CC's as a percentage of the total number of co-occurrences in the CS. That is, if

$P(i,j)$ = the actual co-occurrence percentage of $CC_i$ with $CC_j$,

then $P(i,j) = 100U_t(i,j)/U_{cs}$

$= p$,

so $q = 100-100U_t(i,j)/U_{cs}$,

and $n = U_{cs}$.

Once the standard error of the co-occurrence percentage is computed, all that remains is to figure the difference between the actual and predicted percentages (D) and divide the result by the standard error to produce the standard measure, or z-score, of that difference:

$$z(i,j) = \frac{D(i,j)}{s_p(i,j)}$$

where $D(i,j) = P(i,j)-P_p(i,j)$, and

$P_p(i,j) = 100R(i,j)$ (the predicted percentage).

The z-scores for all the pairs of CC's can conveniently be stored and displayed in a matrix similar to that used for the co-occurrence counts and the predicted co-occurrence percentages. This matrix can be inspected to reveal much about the co-occurrence patterns brought to light by the analysis. Positive z-scores indicate higher-than-expected co-occurrence, and negative z-scores indicate the opposite. Because the z-scores are multiples of standard deviations, they can be directly interpreted as probabilities, by using a table for the areas of the normal curve. For example, for a z-score of 1.96, we may say that the degree of co-occurrence exhibited by the pair of CC's under consideration would have a probability of only 0.025 if the pair were independently distributed throughout the CS (one-tailed test).

## AVERAGE-LINKAGE CLUSTER ANALYSIS

The computation matrix that contains the actual co-occurrence counts and the predicted co-occurrence percentages is used not only to produce the z-score matrix described in the previous section, but also as the basic data for the final step in the process, the average linkage cluster analysis that is graphically expressed as a dendrogram. The object of the cluster analysis is to group together CC's and groups of CC's at successively lower co-occurrence rates until finally all CC's are joined into one large group. At each step in the procedure of cluster analysis, those two CC's or groups of CC's that have the highest z-score are joined together, forming a group that is thereafter considered as a unit. At each step, then, the number of such groups declines by one, until at last the final two groups are joined at the most extremely negative z-score. The scale of the dendrogram ranges from the highest positive z-score among all possible pairs of CC's to the greatest (highest absolute value) negative z-score joining the last two groups.

The method used to compute the z-score at which a given group of CC's joins another CC or group of CC's in the dendrogram is very much the same as that described in the previous section. The only difference is that, once a group of CC's is joined, it becomes a unit of comparison just like an individual CC, with its own co-occurrence frequencies and predicted percentages with each and every such unit. One way to assist in conceptualizing this fact is to create a new matrix of frequencies and predicted percentages at each step in making the dendrogram. At each step the matrix becomes smaller by one row and one column.

This method is somewhat different from the average-linkage methods described by Doran and Hodson (1975:177) and Johnson (1968:19-25) in that it involves not simply averaging similarity scores, but rather the computation of scores using the original data directly. Thus, the method is mathematically rigorous and produces a sound reflection of the original data. Furthermore, a given data set produces one and only one dendrogram.

## INTERPRETATION OF THE RESULTS

Co-occurrence analysis can be viewed as a way of assessing the interdependence of attributes or classes of items. The problem is to determine whether it is possible to predict the presence or absence of one such class in a portion of the defined space simply from the presence of another. If two classes are spatially independent of each other, such prediction will not be possible, and they will not co-occur significantly more or less frequently than if they were randomly distributed through the space. If the two classes are interdependent, they will co-occur either significantly more or less frequently than in a purely random distribution.

The z-score scale used in the final matrix and the dendrogram is directly interpretable as a measure of the significance of the difference between the actual co-occurrence rate of a pair of classes and the rate expected from a random distribution. A positive z-score means that the co-occurrence rate is greater than expected, and a negative z-score indicates fewer co-occurrences than expected. The z-score is also translatable into a probability, as found in any table for areas under the normal curve. A one-tailed test is appropriate in this case, since we are dealing with directionality as well as distance from the mean. Therefore, a z-score of 1.64 indicates that there is only a probability of .05 that a random distribution would produce a co-occurrence rate this much or more above the predicted rate. A z-score of -2.58 means that independent classes would co-occur at a rate this far or more below the predicted level only .005 of the time. In the dendrogram the point on the scale where two classes or groups of classes join is interpretable in this way, too. Those groups that join in the positive half of the scale have higher-than-predicted, and those in the negative half lower-than-predicted, co-occurrence rates, and the probabilities again can be figured from statistical tables.

Those who use this method must keep in mind that it is merely a means to discover and objectify patterns, not a mode of explanation. Two classes shown to be interdependent by the method may be positively or negatively associated for a variety of reasons, and the investigator has the responsibility of proposing explanations that fit the entire range of relevant data. Even the most sophisticated of analytical methods are no substitute for scientific reasoning.

## EXAMPLE

To aid the reader in understanding co-occurrence analysis, and to assist those who intend to use the method on their own data sets, an example of its use (in this case on the Wagontire Site assemblage described in this report) is given below.

In the case of the Wagontire Site, the co-occurrence space (CS) is the gridded area of the surface of the site, and the co-occurrence units (CU's) are the 5 m squares that were the collection units. The co-occurrence classes (CC's) are the lithic raw material (RM) types that were defined in the analysis of the debitage from the site. The object of the analysis is to determine which RM types tend to co-occur more frequently or less frequently than predicted by a random distribution, in the hope of finding groups of RM types that were brought to the site and deposited together in distinct episodes of the site's use.

The primary data for the analysis is presented in Table 13, which is in the format most useful for the necessary arithmetic manipulations. The first step in the co-occurrence analysis of these data is the computation of the predicted co-occurrence proportions. To make these computations, we take the frequency of each RM type as expressed as a percentage of the total debitage population as a whole, and convert it to a proportion. For example, RM type 7, the most numerous RM type, has a percentage of 17.26% and a proportion of 0.1726. Assuming a random distribution of all RM types across the site, we would predict the most probable frequency of co-occurrence for each possible pair of RM types in the following manner. For two non-identical RM types such as type 1 and type 7, we take the product of the two type proportions and double it to obtain the predicted co-occurrence proportion (proportion of the total number of co-occurrences). That is,

$$\begin{aligned} R(RM1,RM7) &= 2P_{RM1}F_{RM7} \\ &= 2(0.1165)(0.1726) \\ &= 0.0402. \end{aligned}$$

This proportion, 0.0402 is then converted back to a percentage (4.02%) and placed in the appropriate cell in the recommended computation matrix format such as that used for the Wagontire Site in Table 14. To compute the predicted co-occurrence proportion of an RM type with itself, we simply square the RM type proportion, as

$$\begin{aligned} R(RM7,RM7) &= (P_{RM7})^2 \\ &= (0.1726)^2 \\ &= 0.0298. \end{aligned}$$

As before, this proportion is then converted back to a percentage (2.98%) and placed in its appropriate cell in the computation matrix (Table 14). When all the computations at this stage are completed, the matrix will be half-completed, awaiting the insertion of the co-occurrence counts.

The next step in the procedure is the computation of the actual co-occurrence counts (U) for each RM type-pair. These co-occurrence counts are made for each collection square (the CU's), and then are summed over all the collection squares to obtain the total for the population. In each collection square the co-occurrence count for two different RM types is simply the product of their individual counts. In collection square number 31 (Table 13), for example,

$$N_{31}(\mathrm{RM7}) = 32 \text{ and}$$

$$N_{31}(\mathrm{RM10}) = 16, \text{ so that}$$

$$U_{31}(\mathrm{RM7,RM10}) = (32)(16)$$

$$= 512.$$

The co-occurrence count for an RM type with itself is not simply the square of its count in each collection square, but rather half of the product of its count and its count less one. For example, in collection square number 31 (Table 13),

$$N_{31}(\mathrm{RM7}) = 32, \text{ so that}$$

$$U_{31}(\mathrm{RM7}) = \tfrac{1}{2}(32)(31)$$

$$= 496.$$

The co-occurrence count for any given pair of RM types in each collection square must be added to the pair's count in all the remaining collection squares to obtain its total co-occurrence count ($U_{cs}$) over the entire co-occurrence space. This total is then placed in the final computation matrix (Table 14) along with the totals for all of the other possible pairs of RM types. The matrix is then ready for the final set of computations in the procedure.

The third step in the analysis is the comparison of the actual and predicted co-occurrence rates, to obtain a measure of the difference between the two rates that has meaning in probabilistic terms. To accomplish this comparison we first compute the standard error, or standard deviation ($S_p$) of the actual co-occurrence count for a given RM-type-pair as a percentage of the actual total co-occurrence count ($U_{cs}$). In the case of RM types 1 and 7, whose actual co-occurrence percentage is 3.40% (913/26,814),

$$S_p = \sqrt{\frac{pq}{n-1}}$$

$$= \frac{(3.40)(96.30)}{26,813}$$

$$= 0.11.$$

The difference between the actual (3.40%) and predicted (4.02) percentages is -0.62% (since the subtraction is always done in this order, a negative result indicates that the actual percentage is less than the predicted one). The standard measure, or z-score, of the difference is then computed as

$$\begin{aligned} z(\mathrm{RM1},\mathrm{RM7}) &= \frac{D(\mathrm{RM1},\mathrm{RM7})}{S_p(\mathrm{RM1},\mathrm{RM7})} \\ &= \frac{-0.62}{0.11} \\ &= -5.6. \end{aligned}$$

This result is then entered into a matrix (Table 3) designed to organize all of the z-scores (the z-score for RM types 1 and 7 is actually -5.55 when all significant digits are used in the computation). This high-magnitude negative z-score indicates that there is only a very small probability (less than 0.0001 according to a normal curve table) that the difference between the two percentages is a random deviation. Once all of the z-scores are entered into the matrix, it is possible to inspect the data to find out which pairs of RM types have higher-than-expected and which lower-than-expected co-occurrence rates, and to develop some notion of which groups of RM types tend to occur together, but the final step in the procedure, the production of the dendrogram through a cluster analysis, is necessary to summarize the often-confusing patterns derivable from the z-score matrix.

This final step, the average-linkage cluster analysis, is most easily done by computer, but can be done manually with the aid of a programmable calculator, in the following fashion. We begin by finding the highest (positive) z-score in the z-score matrix (Table 3) outside of the diagonal and join together the two RM types with that high z-score at the highest level of the dendrogram (Figure 5); in this case RM types 9 and 13 (z-score of 31.49) are the first joined. At this point we sum the data from RM types 9 and 13 in the computation matrix (Table 15), as though together they were one RM type, and then produce a new z-score matrix (Table 16) with RM types 9 and 13 considered as a unit. From this new z-score matrix we select the highest z-score (in this case 29.68, joining RM types 9 and 13 with RM type 2) outside of the diagonal and join together the affected RM types or RM type-clusters at the appropriate level. We follow these steps over and over again until the last two clusters are joined at what is usually a high-magnitude negative z-score (-54.33 in Figure 5).

Some heuristic methods can short-cut the calculations: for example, it is possible often to join two or more pairs of CC's (in this case, RM types) from the same z-score matrix if the pairs are clearly not joinable at that z-score level. For example, using Table 3 we could have joined not only RM types 9 and 13 but also types 1 and 6 (z-score

7.71), since neither type 1 nor type 6 show a closer linkage with any other RM type or group of types. Types 3 and 4 could have been joined from the same matrix for the same reason, thus further reducing the number of times the matrices need to be recomposed.

## APPENDIX 2

# X-RAY FLUORESCENCE ANALYSIS OF OBSIDIAN ARTIFACTS FROM 35-HA-328, SOUTHEASTERN OREGON

Robert Lee Sappington
Laboratory of Anthropology
University of Idaho

A sample of 68 obsidian artifacts from 35-HA-328 in central Oregon was analyzed by non-destructive energy dispersive x-ray fluorescence in order to correlate these items with their geological source areas. The system employed for this analysis consists of a Tracor Northern NS-880 instrument, a Nuclear semiconductor, a silicon (lithium-drifted) detector with a New England Nuclear americium-241 100 millicurie source and a dysprosium target, a PDP 11/05 computer, and a Decwriter II printer. Access to this system was provided by a grant to the author from the Idaho Bureau of Mines and Geology. Each item was analyzed for a 300 second counting period in free air and the intensities of ten trace elements--iron, rubidium, strontium, yttrium, zirconium, niobium, tin, barium, lanthanum, and cerium--were recorded. These data were transferred onto a master tape and compared with the values for the same suite of elements for 17 sources in central Oregon by the application of the Statistical Package for the Social Sciences (SPSS) DISCRIMINANT subprogram using the MAHAL stepwise method (Nie, Hull, Jenkins, Steinbrenner, and Bent 1975--the SPSS Manual).

Discriminant analysis measures the validity of the grouped source data and assigns all ungrouped artifacts to their two most likely source groups by the values for their discriminant scores. Because all ungrouped samples must be assigned to source groups and it is possible that some artifacts may have come from unknown sources or ones not included in this analysis, items with a probability of less than one standard deviation, 0.6800, should be regarded as unknown. All but nine of the 68 artifacts were assigned to a source group with an acceptable probability so it appears that most of the sources present among the sample from 35-HA-328 have been characterized. Two sources located north of this site account for most of the sample. Buck Springs is represented by 28 items (47%) followed by Burns for 24 items (41%). The remainder of the material was obtained at three sources located to the southwest--Tucker Hill 5 items (8%), and Cougar Mountain and Poverty Basin with a single item each (2% each). While macroscopic attributes aid in differentiating between the items from the various sources, they cannot be used independently of chemical data as a reliable method for assigning artifacts to their geological sources.

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Tables 1 through 16 follow

Table 1. Artifact Inventory: Frequency and Percentage by Artifact Class

| Artifact Class | | n | Percentage* |
|---|---|---|---|
| IA1 | Projectile Points | 2 | 2.1 |
| IA4 | Unformed Bifaces | 9 | 9.4 |
| IB1 | Flake Unifaces | 73 | 76.0 |
| IB2 | Cobble Unifaces | 1 | 1.0 |
| IC1 | Burins | 9 | 9.4 |
| IC2 | Pieces Esquillees | 2 | 2.1 |
| IVA | Flaked Stone Debitage, unused | 1232 | |
| IVB | Flaked Stone Debitage, used | 19 | |
| | Total less debitage | 96 | 100.0 |
| | Total with debitage | 1347 | |
| | Debitage/Modified Tools | 13.03 | |

*denominator is total less debitage.

Table 2. Definitions of Raw Material Types

| | | RM Types | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Texture | Smooth | X | X | X | X | X | X | | X | X | X | X | X | | | X | X |
| | Rough | | | | | | | X | | | | | | X | X | | |
| Imperfections | Speckles in Clear Streaks | | | | | | X | | | | | | | | | | |
| | Cloudy | | | | | | | | X | | | X | | | | | |
| | Patches | | | | | | | | | | | | X | | | | |
| | Streaks | | X | | X | | | | | X | X | | | | | | |
| | Bubbles | | | | | X | | | | | | | | | X | | |
| Matrix Clarity | Opaque | | | X | | | X | | | X | X | | | X | X | | |
| | Trans | | X | | | | | | X | | | X | X | | | | |
| | Clear | X | | | X | X | | | | | | | | | | | |
| Color | Gray | X | X | | X | X | | | X | | X | | X | X | | X | |
| | Brown | | | X | | | X | | | X | | X | | | X | | |
| Stone Type | Basalt | | | | | | | X | | | | | | | | | |
| | Obsidian | X | X | X | X | X | X | | X | X | X | X | X | X | X | X | X |
| | | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

RM Types

Table 3. Co-occurrence Analysis Z-score Matrix of RM Types

| | | | | | | | | RM Types | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RM Types | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 1 | 15.33 | -4.91 | -7.16 | 1.73 | 7.71 | -5.55 | -6.17 | -15.23 | -10.81 | 2.94 | 0.99 | -12.02 | -1.35 | 4.47 | -2.18 | -5.46 |
| 2 | | 6.73 | -4.31 | -1.45 | -3.41 | -6.42 | -5.79 | 25.48 | -6.87 | -1.53 | -5.72 | 14.65 | 1.43 | -3.59 | 3.37 | -1.36 |
| 3 | | | -2.69 | 5.43 | -6.53 | -0.24 | -3.00 | -13.11 | -1.94 | -2.36 | -6.26 | -10.76 | -3.74 | -1.25 | -6.77 | -0.41 |
| 4 | | | | -0.16 | -0.85 | -0.09 | -1.05 | -12.19 | -0.12 | -22.13 | -3.76 | -8.73 | 0.78 | 0.67 | -53.60 | 0.18 |
| 6 | | | | | 0.42 | -2.19 | -7.37 | -5.82 | -7.81 | -0.50 | -1.42 | -4.60 | -2.28 | -1.90 | -4.04 | -4.45 |
| 7 | | | | | | 4.86 | -6.35 | -25.09 | 0.57 | -4.07 | -5.34 | -24.44 | -0.49 | -3.55 | -9.42 | -1.60 |
| 8 | | | | | | | 0.31 | -9.51 | -2.91 | -2.36 | -3.58 | -4.49 | -6.82 | -1.43 | -3.24 | -1.93 |
| 9 | | | | | | | | 40.24 | -19.14 | -125.37 | -19.32 | 31.49 | 6.32 | -12.35 | 12.04 | -6.01 |
| 10 | | | | | | | | | -1.41 | -1.38 | -8.26 | -13.18 | -3.52 | -4.77 | -8.67 | -0.81 |
| 11 | | | | | | | | | | 0.19 | -0.68 | -7.04 | -2.12 | -0.68 | -1.36 | -0.07 |
| 12 | | | | | | | | | | | -0.83 | -5.70 | -7.00 | -2.34 | -5.70 | -1.68 |
| 13 | | | | | | | | | | | | -17.77 | 3.24 | -9.60 | 6.33 | -2.38 |
| 14 | | | | | | | | | | | | | -0.24 | -3.11 | 3.18 | -1.18 |
| 15 | | | | | | | | | | | | | | 0.08 | -3.37 | -1.68 |
| 16 | | | | | | | | | | | | | | | -1.95 | -0.68 |
| 17 | | | | | | | | | | | | | | | | -0.52 |

Table 4. Probable Sources of Analyzed Obsidian RM Types

| RM Type | Source | Specimens Identified with Source | Remarks |
|---|---|---|---|
| 1 | Buck Spring | 4 of 5 | |
| 3 | " | 4 of 5 | |
| 7 | " | 4 of 5 | |
| 10 | " | 4 of 5 | |
| 12 | " | 5 of 5 | |
| 15 | " | 4 of 5 | |
| 2 | Burns 1 | 3 of 5 | 1 |
| 4 | " | 3 of 5 | 1 |
| 9 | " | 3 of 5 | |
| 11 | " | 3 of 4 | |
| 13 | " | 5 of 5 | 1 |
| 14 | " | 4 of 4 | 2 |
| 16 | " | 5 of 5 | |
| 6 | Not Consistent | | 3 |

REMARKS

1. One specimen identified with source has a probability less than 0.68.
2. Two specimens identified with source have probabilities less than 0.68.
3. One specimen identified with Couger Mtn., two with Buck Spring, one with Burns 1, and one with Tucker Hill.

Table 5. Assemblages of C-Groups by Artifact Class

| | C-Group | | | | | |
|---|---|---|---|---|---|---|
| | C (1-6-11-12-15) | | C (2-9-13-14-16) | | C (3-4-7-8-10) | |
| Artifact Class | Count | % | Count | % | Count | % |
| Proj Points | 0 | 0 | 0 | 0 | 1 | 4.00 |
| Unf Bifaces | 4 | 6.35 | 1 | 3.85 | 3 | 12.00 |
| Flk Unifaces | 43 | 68.25 | 15 | 57.69 | 15 | 60.00 |
| Cob Unifaces | 0 | 0 | 0 | 0 | 1 | 4.00 |
| Burins | 6 | 9.52 | 3 | 11.54 | 0 | 0 |
| PE's | 1 | 1.59 | 1 | 3.85 | 0 | 0 |
| Used Deb | 9 | 14.29 | 6 | 23.08 | 5 | 20.00 |
| Total Tools | 63 | 100.00 | 26 | 100.01 | 25 | 100.00 |
| Unused Deb | 335 | | 332 | | 548 | |
| Total Sample | 398 | | 358 | | 573 | |
| Ratio, Total Tools/Total Sample | 0.158[1] | | 0.073[2] | | 0.044 | |

1) Significantly greater than others at .001 level.

2) Significantly greater than C (3-4-7-8-10) at .05 level.

Table 6. Debitage by Weight Class and C-Group

| | C-Group | | | | | |
|---|---|---|---|---|---|---|
| | C(1-6-11-12-15) | | C(2-9-13-16-14) | | C (3-4-7-8-10) | |
| Wt. Class (g x 100) | Count | % | Count | % | Count | % |
| 1 - 25[1] | 118 | 38.44 | 161 | 52.27 | 269 | 51.04 |
| 26 - 50 | 73 | 23.78 | 60 | 19.48 | 118 | 22.39 |
| 51 - 75[2] | 37 | 12.05 | 34 | 11.04 | 42 | 7.97 |
| 76 - 100[3] | 32 | 10.42 | 11 | 3.57 | 28 | 5.31 |
| 101 - 125 | 12 | 3.91 | 12 | 3.90 | 12 | 2.28 |
| 126 - 150 | 10 | 3.26 | 8 | 2.60 | 10 | 1.90 |
| > 150 | 25 | 8.14 | 22 | 7.14 | 48 | 9.11 |
| Total | 307 | 100.00 | 308 | 100.00 | 527 | 100.00 |

1) 1-25: C3 is greater than C1 at .001 level.

2) 51-75: C1 is greater than C3 at .10 level.

3) 76-100: C1 is greater than C2 at .001 level;
C1 is greater than C3 at .01 level.

Table 7. Debitage by Flake Stage and C-Group

| C-Group | Total Number Flakes | Interior Flakes | | Secondary Flakes | | Primary Flakes | |
|---|---|---|---|---|---|---|---|
| | | % | # | % | # | % | # |
| C(1-6-11-12-15) | 307 | .915 | (281) | .068 | (21) | .016 | ( 5) |
| C(2-9-13-16-14) | 316 | .959 | (303) | .032 | (10) | .009 | ( 3) |
| C(3-4-7-8-10) | 528 | .960 | (507) | .019 | (10) | .021 | (11) |

1) For interior flakes C2 is greater than C1 at .05 level.
2) For interior flakes C3 is greater than C1 at .01 level.
3) For secondary flakes C1 is greater than C2 at .05 level.
4) For secondary flakes C1 is greater than C3 at .001 level.

Table 8. Flake Uniface Edge Type Frequency for Entire Assemblage

| Edge Type | Freq. | % |
|---|---|---|
| 1 | 9 | 7.20 |
| 2 | 14 | 11.20 |
| 3 | 19 | 15.20 |
| 4 | 9 | 7.20 |
| 5 | 1 | 0.80 |
| 6 | 45 | 36.00 |
| 7 | 24 | 19.20 |
| 8 | 4 | 3.20 |
| Total | 125 | 100.00 |

Table 9. C-Groups Compared by Edge Type Frequency

|  | C-Group |  |  |  |  |  |
|---|---|---|---|---|---|---|
| Edge Type | C(1-6-11-12-15) |  | C(2-9-13-14-16) |  | C(3-4-8-7-10) |  |
|  | N | % | N | % | N | %)) |
| 1 | 5 | 6.58 | 2 | 10.00 | 2 | 6.90 |
| 2[1] | 6 | 7.89 | 1 | 5.00 | 7 | 24.14 |
| 3 | 10 | 13.16 | 3 | 15.00 | 6 | 20.69 |
| 4 | 4 | 5.26 | 2 | 10.00 | 3 | 10.34 |
| 5 | 1 | 1.32 | 0 | 0.00 | 0 | 0.00 |
| 6 | 28 | 36.84 | 9 | 45.00 | 8 | 27.59 |
| 7[2] | 19 | 25.00 | 3 | 15.00 | 2 | 6.90 |
| 8 | 3 | 3.95 | 0 | 0.00 | 1 | 3.45 |
| Total | 76 | 100.00 | 20 | 100.00 | 29 | 100.00 |
| $N/N_s$[3] | 1.77 |  | 1.33 |  | 1.93 |  |

1) Type 2: C3 is greater than C2, $p = 0.079$;

C3 is greater than C1 at .05 level.

2) Type 7: C1 is greater than C3 at .05 level.

3) $N/N_s$: C2 is less than C3 at .10 level.

Table 10. C-Groups Compared by Edge Frequency

| No. of Edges | C-Group | | | | | |
|---|---|---|---|---|---|---|
| | C(1-6-11-12-15) | | C(2-9-13-14-16) | | C(3-4-8-7-10) | |
| | $N_s$ | % | $N_s$ | % | $N_s$ | % |
| 1 + 2 | 33 | 76.75 | 15 | 100.00 | 10 | 66.67 |
| 3 + 4 | 10 | 23.26 | 0 | 0.00 | 5 | 33.34 |
| Total | 43 | 100.01 | 15 | 100.00 | 15 | 100.01 |

1) C1 vs C2 in 1 + 2 vs 3 + 4: different at p = 0.0367.

2) C2 vs C3 in 1 + 2 vs 3 + 4: different at p = 0.0211.

Table 11. Edge Type Pairs Significantly Different from Expected Frequency, Entire Site

| Edge-Type-Pair | Difference From Expected Frequency |
|---|---|
| 1-6 | - * |
| 2-6 | + * |
| 2-7 | - * |

+ = pair occurs more than expected.

− = pair occurs less than expected.

* = .05 level of significance.

Table 12. Flake Uniface Weights, by C-Group

| | C-Group | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Wt. Class (g x 100) | (1-6-11-12-15) | | C(2-9-13-14-16) | | C(3-4-7-8-10) | | Total | |
| 1 - 200 | 23 | 53.49 | 7 | 46.67 | 9 | 60.00 | 39 | 53.43 |
| 201 - 400[1] | 4 | 9.30 | 5 | 33.33 | 2 | 13.34 | 11 | 15.07 |
| 400 | 16 | 37.21 | 3 | 20.00 | 4 | 26.66 | 23 | 31.51 |
| Total | 43 | 100.00 | 15 | 100.00 | 15 | 100.00 | 73 | 100.01 |
| Tot. Wt. (g) | | 298.13 | | 51.23 | | 46.64 | | 396.00 |
| Wt./Spec. (g) | | 6.93 | | 3.42 | | 3.11 | | 5.42 |

1) C2 is greater than C1 in weight class 201-400 at p = .041.

Table 13. Raw Data for Co-occurrence Analysis of RM Types, Wagontire Site

| CU (Collect. Square) | Raw Material Types<br>1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | 1 | | 1 | | | | | | | | | 1 | | |
| 2 | | | | | | 1 | | | 1 | | | | | | | |
| 3 | | | | | | 1 | | | | | | | 1 | | | |
| 4 | | | | | | 1 | | | 2 | | | 1 | | | | |
| 5 | | 1 | 2 | | | 1 | | 1 | | | | | | | | |
| 6 | | | | | | | | | 4 | | | | | | 1 | 1 |
| 7 | 2 | | 2 | | 2 | 4 | 1 | 1 | | | 1 | | 2 | | 1 | |
| 8 | 1 | | 1 | | 3 | 3 | 2 | | 3 | | | | 2 | | 1 | |
| 9 | | | | | | 1 | 1 | 1 | | | | | | | | |
| 10 | | | | | 1 | 1 | | | | | | | | | | |
| 11 | | 1 | | | | 1 | | | 1 | | | | | | | |
| 12 | | | 1 | 1 | | | | | 1 | | | | | | | |
| 13 | | | | | | 2 | | | 1 | | | | | | | |
| 14 | 1 | | | | 1 | 2 | | | 1 | | | | 1 | 1 | | |
| 15 | | 1 | 4 | | 5 | 5 | | 1 | 2 | | | 1 | 3 | | 1 | |
| 16 | 2 | 1 | | | 1 | 1 | | | | | | 1 | 2 | | 2 | 1 |
| 17 | | 1 | 2 | | 1 | 3 | | 1 | 5 | 2 | | | 2 | | | |
| 18 | 2 | | 2 | 1 | 1 | | | 1 | | | 1 | | 1 | | | |
| 19 | | 1 | 1 | | | | 1 | 1 | | 1 | | | | | | |
| 20 | 1 | | | | | | | | 1 | | | | | | | |
| 21 | | | | | | 1 | | | 1 | | | | | | | |
| 22 | 4 | 3 | 6 | 1 | 2 | 8 | 4 | | 4 | | 1 | 1 | 4 | 3 | | |
| 23 | 4 | 3 | 5 | 2 | 5 | 9 | 2 | | 8 | 1 | | 1 | 7 | | | 1 |
| 24 | 2 | | 3 | | | 2 | | | 5 | | | | | | | |

| CU | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 2 |  | 2 |  | 3 | 7 | 8 | 2 | 7 |  | 1 | 2 | 5 |  | 1 |  |
| 26 |  |  |  | 1 | 1 | 1 | 3 |  | 4 |  |  |  |  |  | 1 |  |
| 27 | 2 |  |  |  | 2 | 4 | 3 |  | 2 |  |  |  | 1 |  |  |  |
| 28 |  |  |  |  | 1 |  |  | 1 | 1 |  |  |  |  |  |  |  |
| 29 | 3 | 2 |  |  |  | 1 | 2 |  | 5 | 1 |  |  | 1 |  | 2 |  |
| 30 | 1 | 1 | 7 | 1 | 1 | 12 | 4 | 3 | 6 |  | 1 |  | 3 | 1 | 1 | 1 |
| 31 | 9 | 5 | 9 | 1 | 11 | 32 | 2 | 5 | 16 |  |  |  | 13 | 1 | 1 |  |
| 32 | 1 | 1 | 3 | 1 | 1 | 5 | 1 | 1 | 8 |  |  |  | 3 | 1 |  |  |
| 33 | 3 | 2 | 7 | 1 | 4 | 3 | 6 |  | 8 |  |  |  | 2 |  |  |  |
| 34 | 2 |  | 2 |  | 3 | 6 | 1 | 4 | 1 |  |  |  | 2 | 1 | 3 |  |
| 35 | 3 |  | 3 |  | 2 | 4 | 2 | 4 | 3 |  |  |  | 2 | 1 |  |  |
| 36 | 1 | 2 | 1 |  | 6 | 2 |  | 1 | 3 |  |  |  |  | 1 | 1 |  |
| 37 |  |  |  |  |  | 1 |  |  | 1 |  |  |  | 1 |  |  |  |
| 38 | 2 | 4 | 2 |  | 1 | 3 | 1 |  | 1 |  | 1 | 1 | 2 |  |  |  |
| 39 | 2 |  | 2 |  | 3 | 9 |  |  | 6 |  | 2 | 1 | 3 |  |  |  |
| 40 | 1 | 1 | 2 |  | 4 | 10 | 2 |  | 1 |  |  |  | 1 | 1 |  |  |
| 41 |  | 1 | 4 |  | 2 | 8 | 2 | 2 | 7 |  |  |  | 2 | 2 |  |  |
| 42 | 3 | 2 |  |  | 2 | 1 | 2 | 1 | 3 |  |  |  |  | 1 |  |  |
| 43 | 1 |  | 3 | 2 | 2 | 2 | 4 |  | 4 |  |  |  | 1 | 1 | 3 |  |
| 44 | 1 | 1 | 2 |  | 2 | 5 |  |  |  |  |  |  |  |  | 3 |  |
| 45 |  |  |  |  |  |  |  |  |  |  |  |  | 1 |  | 1 |  |
| 46 |  |  | 2 |  | 2 | 3 |  | 2 | 2 |  |  |  | 1 |  |  |  |
| 47 | 2 | 2 | 4 | 2 | 3 | 6 |  |  | 1 |  |  |  | 4 | 1 |  |  |
| 48 | 5 | 2 | 1 |  | 9 | 7 | 1 | 1 | 2 |  | 2 |  | 2 |  |  |  |
| 49 | 16 | 1 | 2 |  | 13 | 10 | 2 |  | 4 | 1 | 3 |  | 1 |  | 1 |  |

| CU | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | 4 | 1 | 2 |  | 3 | 4 | 4 | 2 | 1 |  |  | 1 |  | 2 | 1 |  |
| 51 | 1 | 2 |  |  |  | 3 | 3 | 1 | 1 |  | 1 |  |  |  |  |  |
| 52 | 1 |  | 1 |  |  |  |  |  |  |  |  |  | 1 |  |  |  |
| 53 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 54 |  |  |  |  | 2 | 1 |  |  | 1 |  | 1 |  | 3 |  |  |  |
| 55 | 4 |  |  | 1 | 8 | 3 | 1 | 1 | 2 |  |  | 1 | 7 |  |  |  |
| 56 | 3 |  | 1 |  |  |  |  |  |  |  | 1 |  |  |  |  |  |
| 57 | 34 | 2 | 3 | 2 | 12 | 5 | 2 | 1 | 3 | 1 | 1 |  | 7 | 4 | 2 |  |
| 58 |  | 1 | 2 | 1 | 2 | 1 |  |  | 1 |  |  |  | 1 |  |  |  |
| 59 | 5 |  | 2 |  | 3 |  |  |  | 1 |  |  |  | 1 | 1 |  |  |
| 60 | 1 |  |  |  |  |  |  |  |  |  |  |  | 3 |  |  |  |
| 61 |  |  |  |  |  |  |  |  |  |  |  |  | 6 |  |  |  |
| 62 | 3 |  |  |  | 1 |  |  |  |  |  | 1 |  |  |  |  |  |
| 63 |  |  |  |  |  |  |  |  |  |  | 2 | 1 |  | 1 |  |  |
| 64 |  |  |  |  |  |  |  |  | 1 |  |  | 1 |  |  |  |  |
| 65 | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 66 | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 67 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 68 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 69 |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 70 | 1 |  |  |  |  | 3 |  |  |  |  |  |  |  |  |  |  |
| 71 | 1 |  | 1 |  | 3 | 1 |  |  |  |  | 1 |  | 1 | 1 |  |  |
| 72 | 2 |  |  |  |  | 2 |  | 1 |  |  |  |  |  |  |  |  |
| 73 | 2 | 16 | 1 |  | 4 |  | 1 | 61 | 1 |  |  | 19 | 7 |  | 5 |  |
| Total | 143 | 61 | 102 | 19 | 139 | 212 | 68 | 102 | 147 | 7 | 21 | 32 | 114 | 25 | 32 | 4 |
| % of Tot. | 11.65 | 4.97 | 8.31 | 1.54 | 11.32 | 17.26 | 5.54 | 8.31 | 11.97 | 0.57 | 1.71 | 2.61 | 9.28 | 2.04 | 2.61 | 0.33 |

Table 14. Co-occurrence Analysis Computation Matrix

| BM Types | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 709<br>1.36 | 236<br>1.16 | 379<br>1.93 | 115<br>0.36 | 960<br>2.64 | 913<br>4.02 | 269<br>1.29 | 269<br>1.93 | 507<br>2.79 | 57<br>0.13 | 118<br>0.40 | 66<br>0.61 | 548<br>2.16 | 107<br>0.47 | 138<br>0.61 | 7<br>0.08 | |
| 2 | | 149<br>0.25 | 167<br>0.83 | 32<br>0.15 | 247<br>1.12 | 343<br>1.72 | 92<br>0.55 | 1021<br>0.83 | 218<br>1.19 | 11<br>0.06 | 20<br>0.17 | 337<br>0.26 | 270<br>0.92 | 33<br>0.20 | 104<br>0.26 | 5<br>0.03 | |
| 3 | | | 132<br>0.69 | 112<br>0.26 | 387<br>1.88 | 763<br>2.67 | 204<br>0.92 | 190<br>1.38 | 491<br>1.99 | 15<br>0.09 | 37<br>0.28 | 66<br>0.43 | 344<br>1.36 | 80<br>0.36 | 62<br>0.43 | 12<br>0.05 | |
| 4 | | | | 5<br>0.02 | 86<br>0.35 | 141<br>0.53 | 39<br>0.17 | 18<br>0.26 | 98<br>0.37 | 4<br>0.18 | 5<br>0.05 | 6<br>0.08 | 83<br>0.29 | 19<br>0.06 | 14<br>0.80 | 3<br>0.01 | |
| 6 | | | | | 351<br>1.28 | 981<br>3.91 | 223<br>1.25 | 390<br>1.88 | 546<br>2.71 | 32<br>0.13 | 91<br>0.39 | 110<br>0.59 | 512<br>2.10 | 106<br>0.46 | 115<br>0.59 | 7<br>0.07 | |
| 7 | | | | | | 948<br>2.98 | 308<br>1.91 | 332<br>2.87 | 1136<br>4.13 | 31<br>0.20 | 106<br>0.60 | 37<br>0.90 | 864<br>3.20 | 143<br>0.70 | 133<br>0.90 | 22<br>0.11 | |
| 8 | | | | | | | 86<br>0.31 | 136<br>0.92 | 306<br>1.33 | 9<br>0.06 | 31<br>0.19 | 47<br>0.29 | 186<br>1.03 | 49<br>0.22 | 54<br>0.29 | 6<br>0.04 | |
| 9 | | | | | | | | 1659<br>0.69 | 239<br>1.99 | 4<br>0.95 | 11<br>0.28 | 1168<br>0.43 | 361<br>1.36 | 27<br>0.34 | 334<br>0.43 | 3<br>0.05 | |
| 10 | | | | | | | | | 357<br>1.43 | 30<br>0.14 | 51<br>0.41 | 59<br>0.62 | 316<br>2.22 | 87<br>0.49 | 86<br>0.62 | 18<br>0.08 | |
| 11 | | | | | | | | | | 1<br>0.003 | 4<br>0.02 | 1<br>0.03 | 20<br>0.11 | 4<br>0.02 | 3<br>0.03 | 1<br>0.004 | |
| 12 | | | | | | | | | | | 6<br>0.03 | 8<br>0.09 | 41<br>0.32 | 11<br>0.07 | 8<br>0.09 | 1<br>0.01 | |
| 13 | | | | | | | | | | | | 1<br>0.07 | 171<br>0.48 | 6<br>0.11 | 101<br>0.14 | 2<br>0.02 | |
| 14 | | | | | | | | | | | | | 227<br>0.86 | 75<br>0.38 | 170<br>0.48 | 12<br>0.06 | |
| 15 | | | | | | | | | | | | | | 11<br>0.06 | 16<br>0.11 | 1<br>0.01 | |
| 16 | | | | | | | | | | | | | | | 12<br>0.07 | 4<br>0.02 | |
| 17 | | | | | | | | | | | | | | | | 0<br>0.001 | |
| | | | | | | | | | | | | | | | | | 26,814<br>100.00 |

Table 15. Revised Computation Matrix

|  |  |  |  |  |  |  |  | RM Types |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RM Types |  | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9+13 | 10 | 11 | 12 | 14 | 15 | 16 | 17 |
|  | 1 | 789<br>1.36 | 236<br>1.16 | 379<br>1.93 | 115<br>0.36 | 940<br>2.64 | 913<br>4.02 | 249<br>1.29 | 335<br>2.34 | 507<br>2.79 | 57<br>0.13 | 48<br>0.40 | 548<br>2.16 | 187<br>0.47 | 138<br>0.61 | 7<br>0.08 |
|  | 2 |  | 149<br>0.25 | 167<br>0.83 | 32<br>0.15 | 247<br>1.12 | 343<br>1.72 | 92<br>0.55 | 1358<br>1.09 | 218<br>1.19 | 11<br>0.06 | 20<br>0.17 | 270<br>0.92 | 33<br>0.20 | 104<br>0.26 | 5<br>0.03 |
|  | 3 |  |  | 152<br>0.69 | 132<br>0.26 | 378<br>1.80 | 763<br>2.87 | 204<br>0.92 | 234<br>1.81 | 491<br>1.99 | 15<br>0.09 | 37<br>0.28 | 344<br>1.54 | 80<br>0.34 | 62<br>0.43 | 12<br>0.05 |
|  | 4 |  |  |  | 5<br>0.02 | 86<br>0.33 | 141<br>0.53 | 39<br>0.17 | 22<br>0.34 | 98<br>0.37 | 4<br>0.18 | 5<br>0.05 | 85<br>0.39 | 19<br>0.06 | 14<br>0.80 | 3<br>0.01 |
|  | 6 |  |  |  |  | 351<br>1.28 | 981<br>3.91 | 225<br>1.25 | 500<br>2.47 | 546<br>2.72 | 32<br>0.13 | 91<br>0.39 | 512<br>2.10 | 104<br>0.46 | 115<br>0.59 | 7<br>0.07 |
|  | 7 |  |  |  |  |  | 946<br>2.98 | 388<br>1.91 | 379<br>3.77 | 1126<br>4.13 | 31<br>0.20 | 106<br>0.60 | 864<br>3.20 | 145<br>0.70 | 133<br>0.90 | 22<br>0.11 |
|  | 8 |  |  |  |  |  |  | 86<br>0.31 | 143<br>1.21 | 306<br>1.33 | 9<br>0.06 | 31<br>0.19 | 184<br>1.03 | 49<br>0.22 | 34<br>0.29 | 6<br>0.04 |
|  | 9+13 |  |  |  |  |  |  |  | 3028<br>1.19 | 298<br>2.61 | 5<br>0.98 | 19<br>0.37 | 732<br>2.02 | 33<br>0.43 | 445<br>0.57 | 5<br>0.07 |
|  | 10 |  |  |  |  |  |  |  |  | 357<br>1.43 | 30<br>0.14 | 51<br>0.41 | 516<br>2.22 | 87<br>0.49 | 86<br>0.62 | 18<br>0.08 |
|  | 11 |  |  |  |  |  |  |  |  |  | 1<br>0.003 | 4<br>0.02 | 20<br>0.11 | 4<br>0.02 | 5<br>0.03 | 1<br>0.004 |
|  | 12 |  |  |  |  |  |  |  |  |  |  | 6<br>0.03 | 41<br>0.32 | 11<br>0.07 | 8<br>0.09 | 1<br>0.01 |
|  | 14 |  |  |  |  |  |  |  |  |  |  |  | 227<br>0.86 | 75<br>0.38 | 170<br>0.48 | 12<br>0.06 |
|  | 15 |  |  |  |  |  |  |  |  |  |  |  |  | 11<br>0.04 | 16<br>0.11 | 1<br>0.01 |
|  | 16 |  |  |  |  |  |  |  |  |  |  |  |  |  | 12<br>0.07 | 4<br>0.02 |
|  | 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 0<br>0.001 |

26,814
100.00

Table 16. Revised Z-Score Matrix

| RM Types | RM Types | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 6 | 7 | 8 | 9+13 | 10 | 11 | 12 | 14 |
| 1 | 15.33 | -4.91 | -7.16 | 1.73 | 7.71 | -5.55 | -6.17 | -19.03 | -10.81 | 2.94 | 0.99 | -1.35 |
| 2 | | 6.73 | -4.31 | -1.45 | -3.41 | -6.42 | -5.79 | 29.68 | -6.87 | -1.53 | -5.72 | 1.43 |
| 3 | | | -2.69 | 5.43 | -6.53 | -0.24 | -3.00 | -16.50 | -1.94 | -2.36 | -6.26 | -3.74 |
| 4 | | | | -0.16 | -0.85 | -0.09 | -1.05 | -14.75 | -0.12 | -22.13 | -3.76 | 0.78 |
| 6 | | | | | 0.42 | -2.19 | -7.37 | -7.33 | -7.81 | -0.50 | -1.42 | -2.28 |
| 7 | | | | | | 4.86 | -6.35 | -32.69 | 0.57 | -4.07 | -5.34 | -0.49 |
| 8 | | | | | | | 0.31 | -15.21 | -2.91 | -2.36 | -3.58 | -6.82 |
| 9+13 | | | | | | | | 52.27 | -23.41 | -115.29 | -18.41 | 7.13 |
| 10 | | | | | | | | | -1.41 | -1.38 | -8.26 | -3.52 |
| 11 | | | | | | | | | | 0.19 | -0.68 | -2.12 |
| 12 | | | | | | | | | | | -0.83 | -7.00 |
| 14 | | | | | | | | | | | | -0.24 |
| 15 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | |

|  | RM Types |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  | 6 | 7 | 8 | 9+13 | 10 | 11 | 12 | 14 | 15 | 16 | 17 |
| 73 | 7.71 | -5.55 | -6.17 | -19.03 | -10.81 | 2.94 | 0.99 | -1.35 | 4.47 | -2.18 | -5.46 |
| 45 | -3.41 | -6.42 | -5.79 | 29.68 | -6.87 | -1.53 | -5.72 | 1.43 | -3.59 | 3.37 | -1.36 |
| 43 | -6.53 | -0.24 | -3.00 | -16.50 | -1.94 | -2.36 | -6.26 | -3.74 | -1.25 | -6.77 | -0.41 |
| 16 | -0.85 | -0.09 | -1.05 | -14.75 | -0.12 | -22.13 | -3.76 | 0.78 | 0.67 | -53.60 | 0.18 |
|  | 0.42 | -2.19 | -7.37 | -7.33 | -7.81 | -0.50 | -1.42 | -2.28 | -1.90 | -4.04 | -4.45 |
|  |  | 4.86 | -6.35 | -32.69 | 0.57 | -4.07 | -5.34 | -0.49 | -3.55 | -9.42 | -1.60 |
|  |  |  | 0.31 | -15.21 | -2.91 | -2.36 | -3.58 | -6.82 | -1.43 | -3.24 | -1.93 |
|  |  |  |  | 52.27 | -23.41 | -115.29 | -18.41 | 7.13 | -15.27 | 13.97 | -6.16 |
|  |  |  |  |  | -1.41 | -1.38 | -8.26 | -3.52 | -4.77 | -8.67 | -0.81 |
|  |  |  |  |  |  | 0.19 | -0.68 | -2.12 | -0.68 | -1.36 | -0.07 |
|  |  |  |  |  |  |  | -0.83 | -7.00 | -2.34 | -5.70 | -1.68 |
|  |  |  |  |  |  |  |  | -0.24 | -3.11 | 3.18 | -1.18 |
|  |  |  |  |  |  |  |  |  | 0.08 | -3.37 | -1.68 |
|  |  |  |  |  |  |  |  |  |  | -1.95 | -0.68 |
|  |  |  |  |  |  |  |  |  |  |  | -0.52 |

Figure 1 through 12 follow

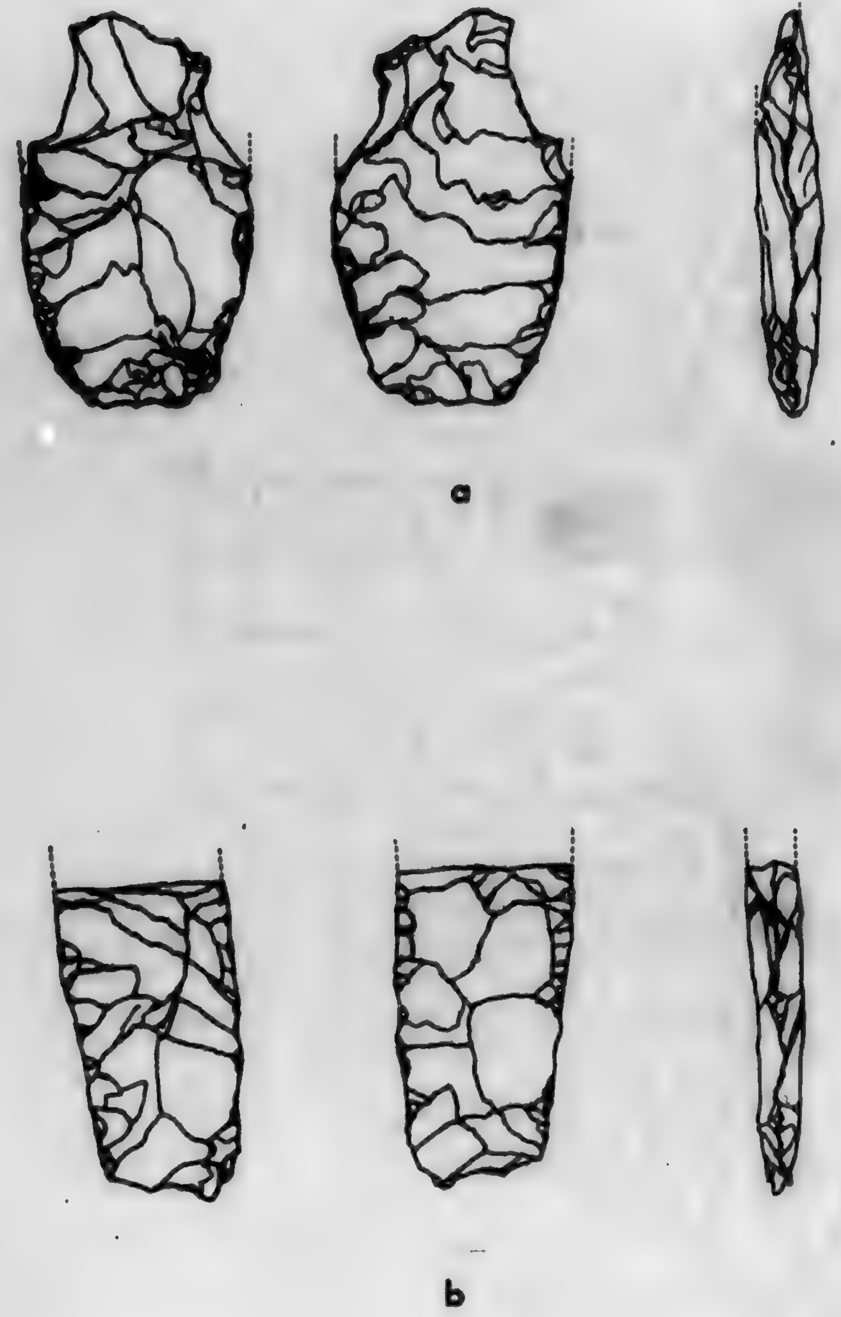
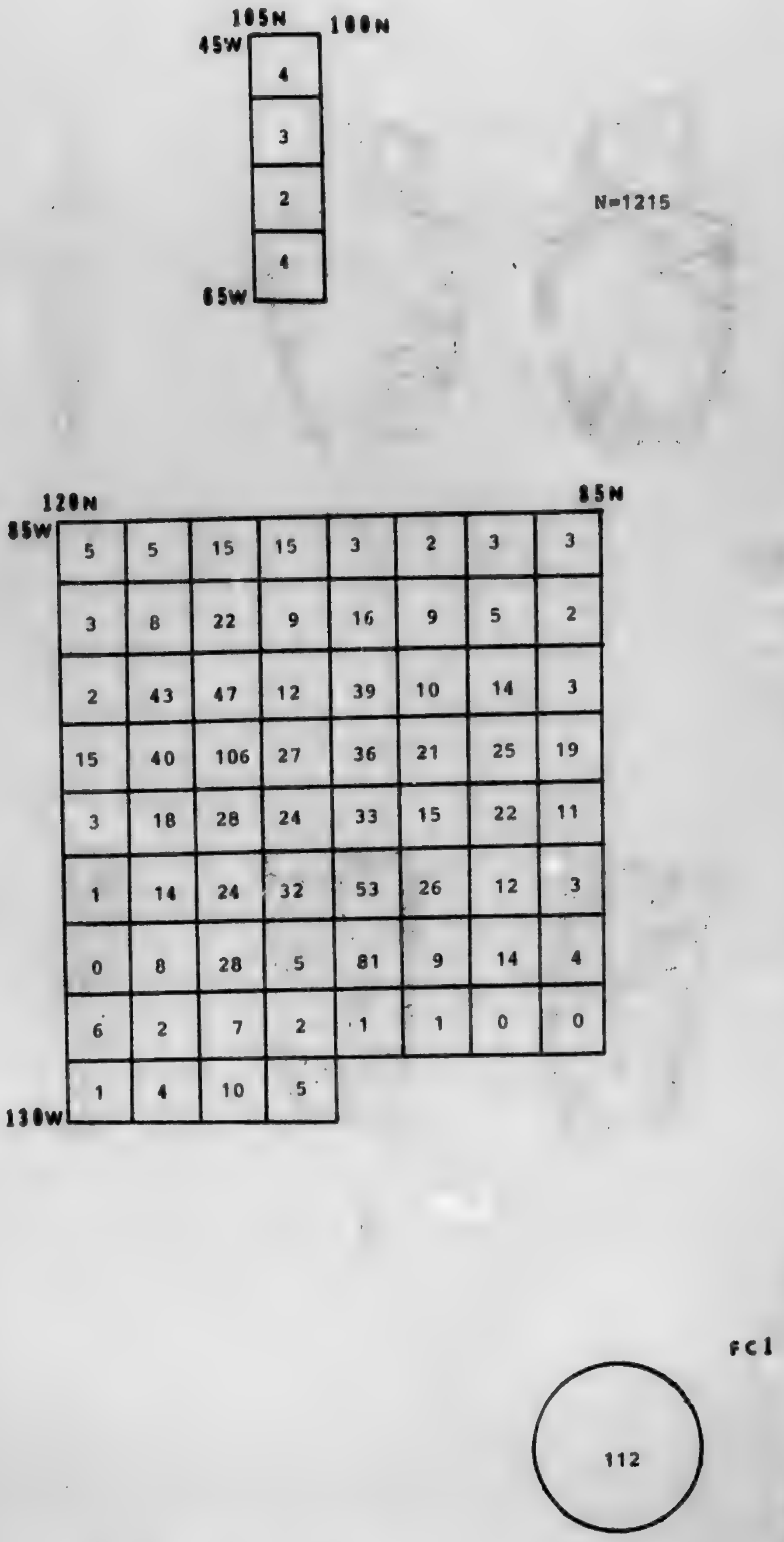


Figure 1. Projectile Points (actual size).


105N
100N
45W
65W
N=1215
120N
85N
85W
130W
FC1
112

| | | | |
|---|---|---|---|
| 4 | 3 | 2 | 4 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 5 | 5 | 15 | 15 | 3 | 2 | 3 | 3 |
| 3 | 8 | 22 | 9 | 16 | 9 | 5 | 2 |
| 2 | 43 | 47 | 12 | 39 | 10 | 14 | 3 |
| 15 | 40 | 106 | 27 | 36 | 21 | 25 | 19 |
| 3 | 18 | 28 | 24 | 33 | 15 | 22 | 11 |
| 1 | 14 | 24 | 32 | 53 | 26 | 12 | 3 |
| 0 | 8 | 28 | 5 | 81 | 9 | 14 | 4 |
| 6 | 2 | 7 | 2 | 1 | 1 | 0 | 0 |
| 1 | 4 | 10 | 5 | | | | |

**Figure 2. Distribution of Unused Flaked Stone Debitage on the Surface.**

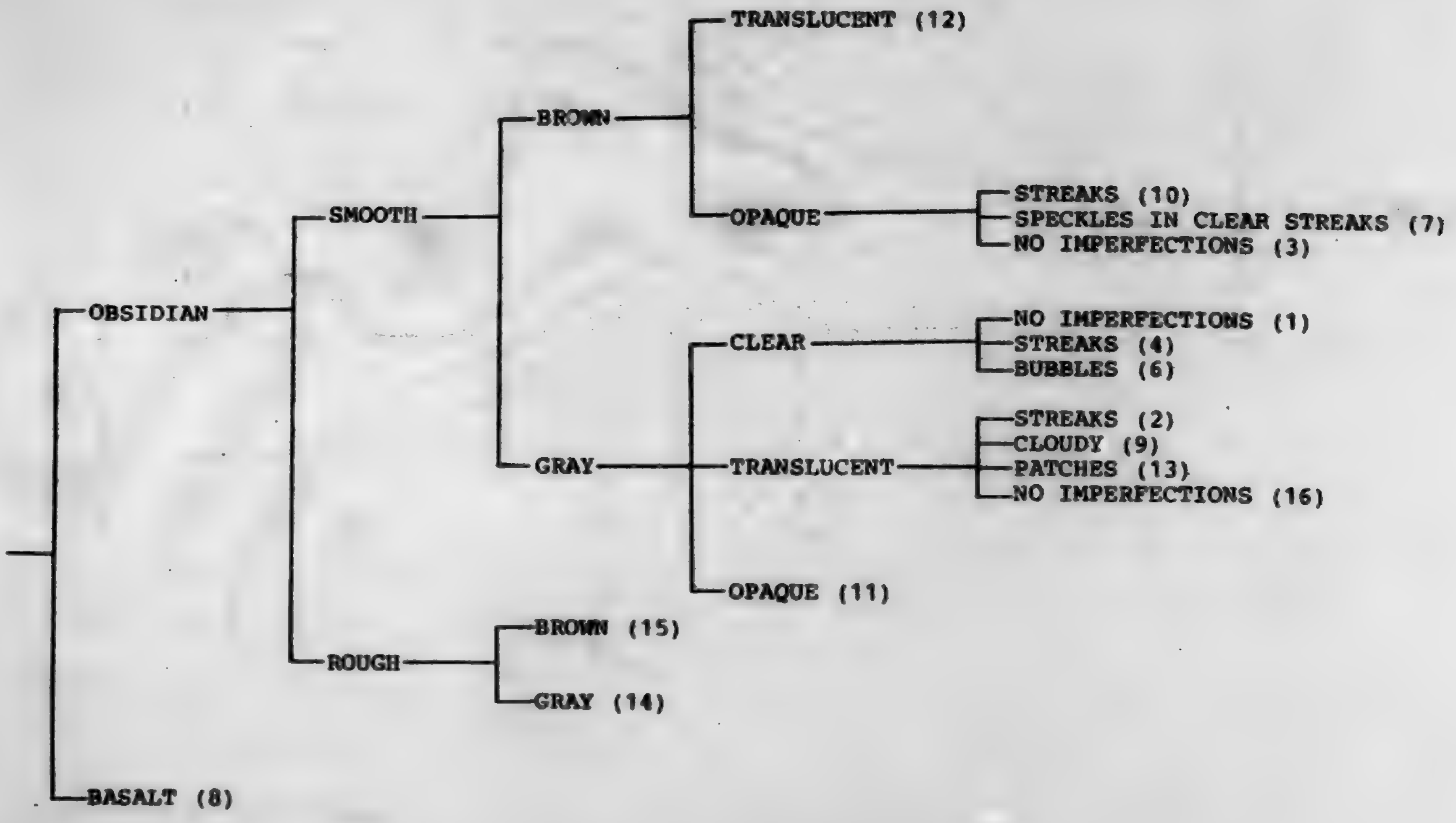

OBSIDIAN
SMOOTH
BROWN
TRANSLUCENT (12)
OPAQUE
STREAKS (10)
SPECKLES IN CLEAR STREAKS (7)
NO IMPERFECTIONS (3)
GRAY
CLEAR
NO IMPERFECTIONS (1)
STREAKS (4)
BUBBLES (6)
TRANSLUCENT
STREAKS (2)
CLOUDY (9)
PATCHES (13)
NO IMPERFECTIONS (16)
OPAQUE (11)
ROUGH
BROWN (15)
GRAY (14)
BASALT (8)

Figure 3. Hierarchical Classification of and Key to RM Types.

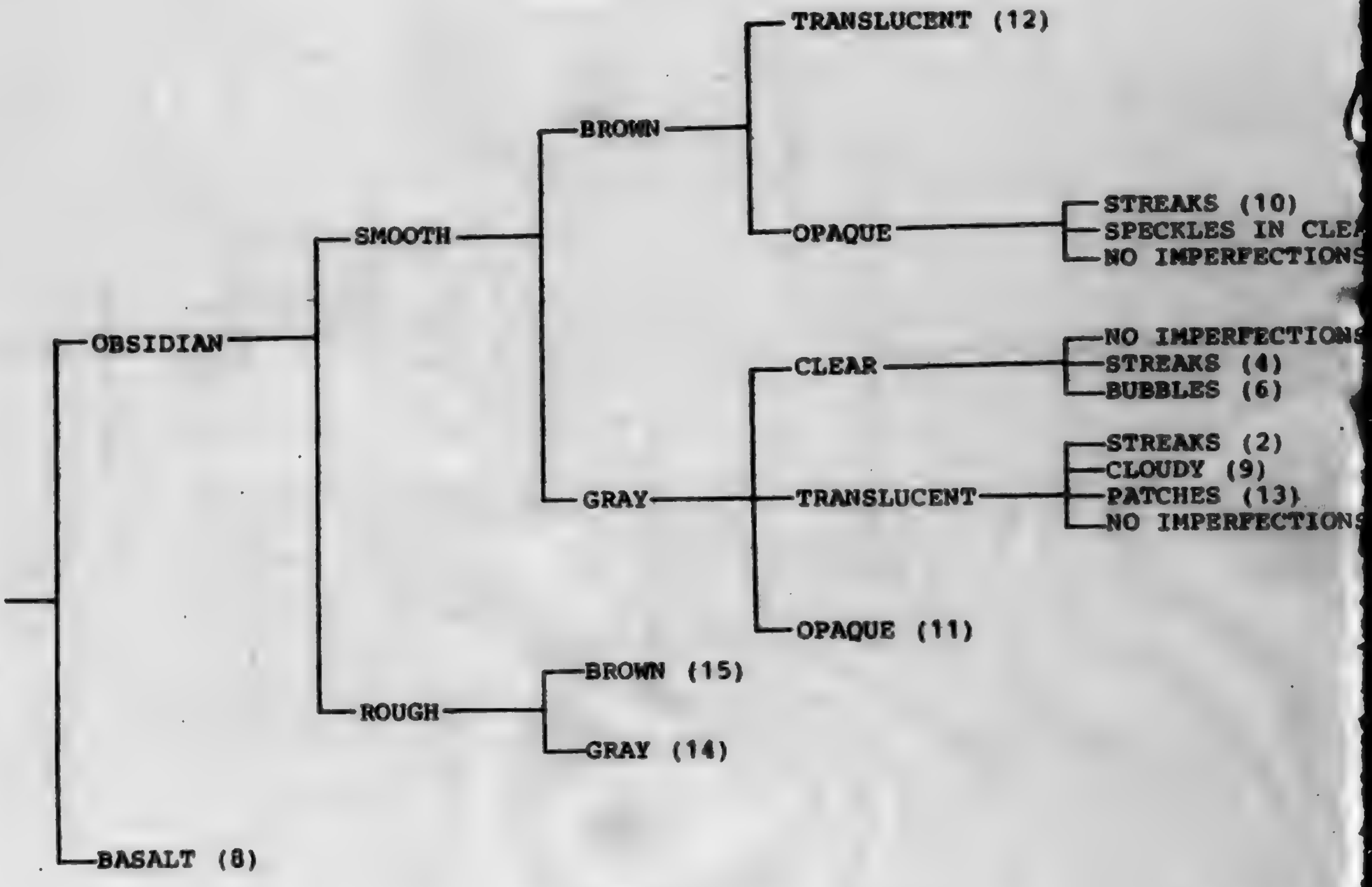
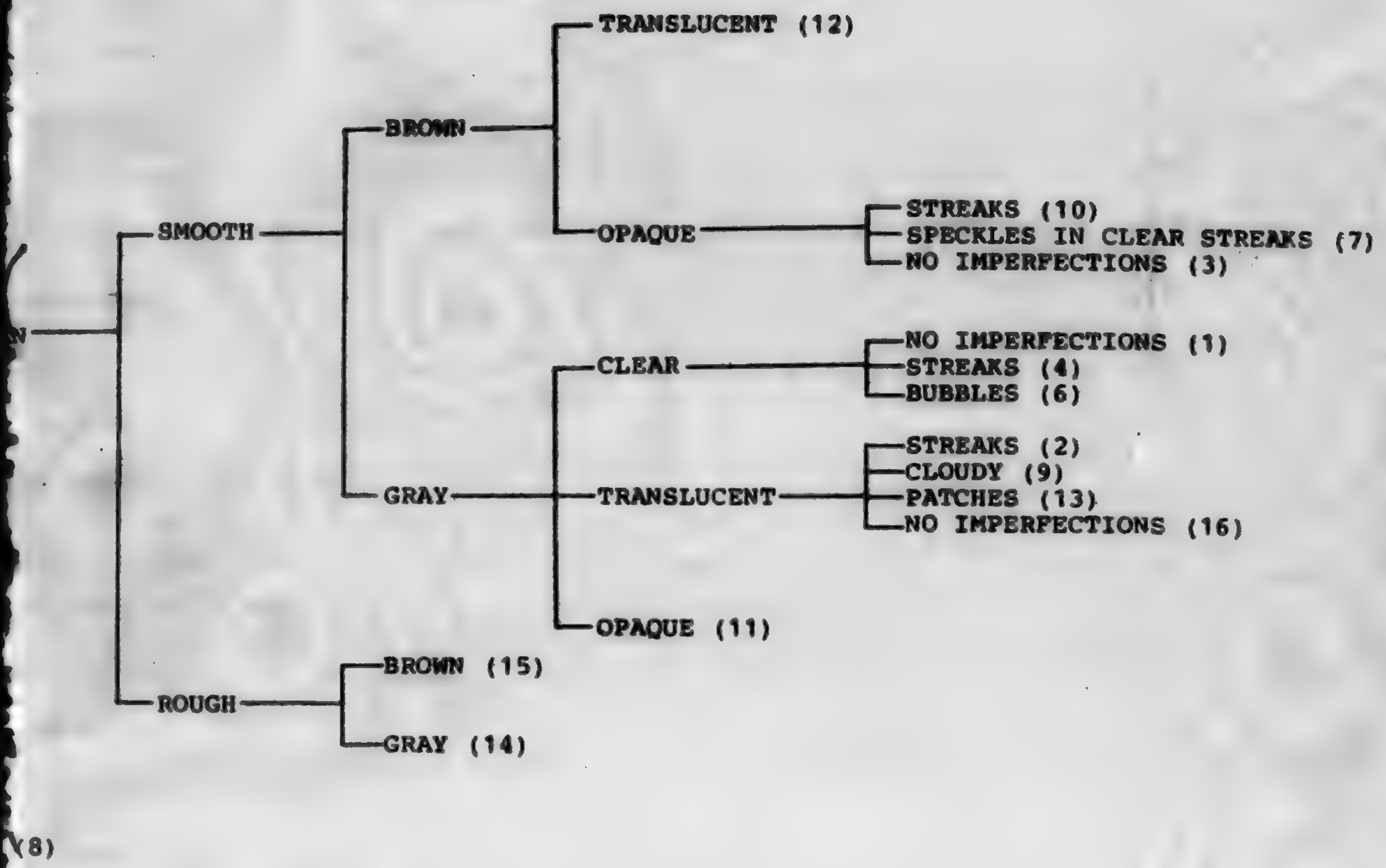

TRANSLUCENT (12)
BROWN
OPAQUE
STREAKS (10)
SPECKLES IN CLE
NO IMPERFECTIONS
SMOOTH
OBSIDIAN
CLEAR
NO IMPERFECTIONS
STREAKS (4)
BUBBLES (6)
STREAKS (2)
CLOUDY (9)
GRAY
TRANSLUCENT
PATCHES (13)
NO IMPERFECTIONS
OPAQUE (11)
BROWN (15)
ROUGH
GRAY (14)
BASALT (8)

Figure 3. Hierarchical Classification of and Key to RM Types.



N
SMOOTH
BROWN
TRANSLUCENT (12)
OPAQUE
STREAKS (10)
SPECKLES IN CLEAR STREAKS (7)
NO IMPERFECTIONS (3)
GRAY
CLEAR
NO IMPERFECTIONS (1)
STREAKS (4)
BUBBLES (6)
TRANSLUCENT
STREAKS (2)
CLOUDY (9)
PATCHES (13)
NO IMPERFECTIONS (16)
OPAQUE (11)
ROUGH
BROWN (15)
GRAY (14)
(8)

rchical Classification of and Key to RM Types.

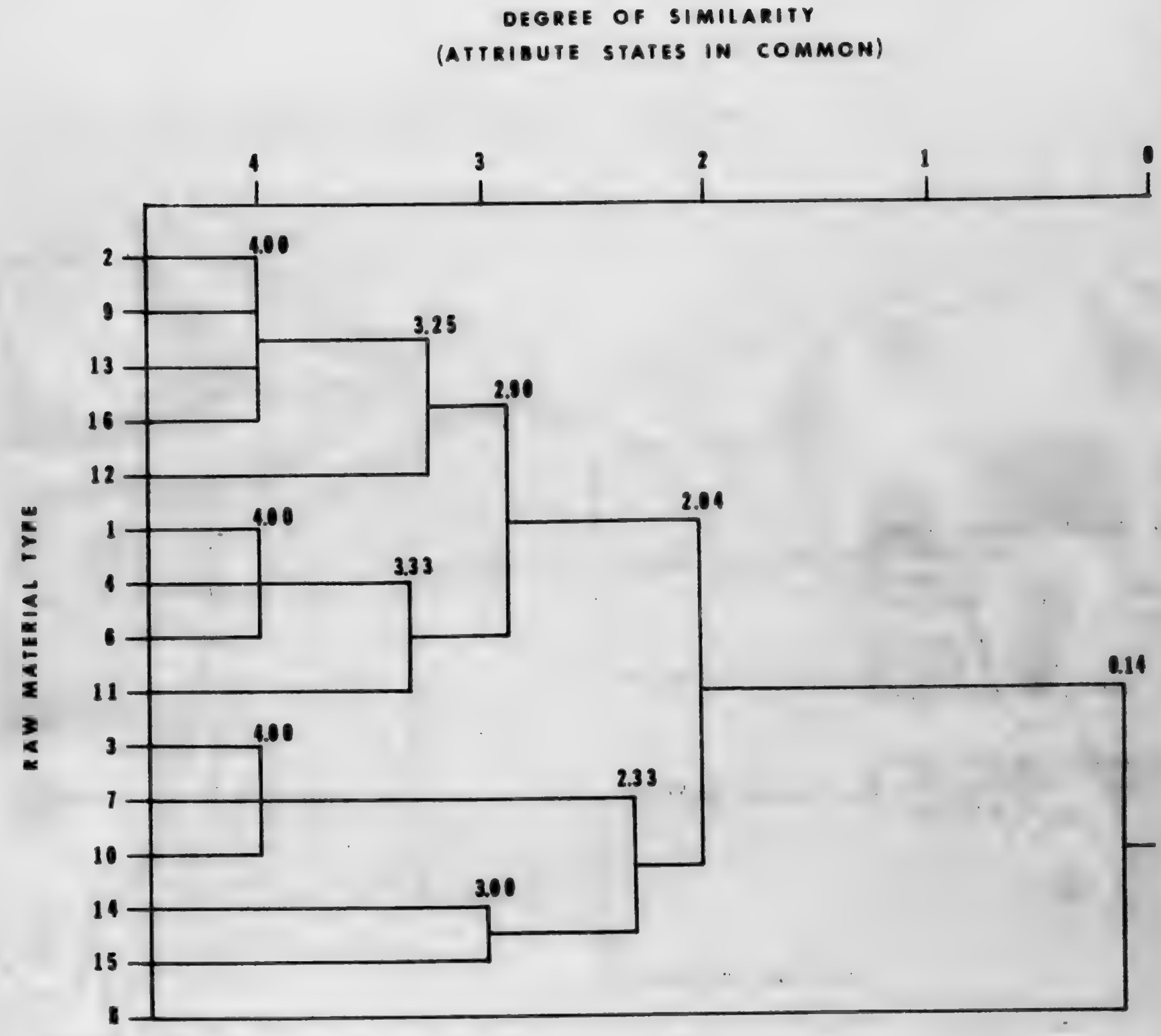
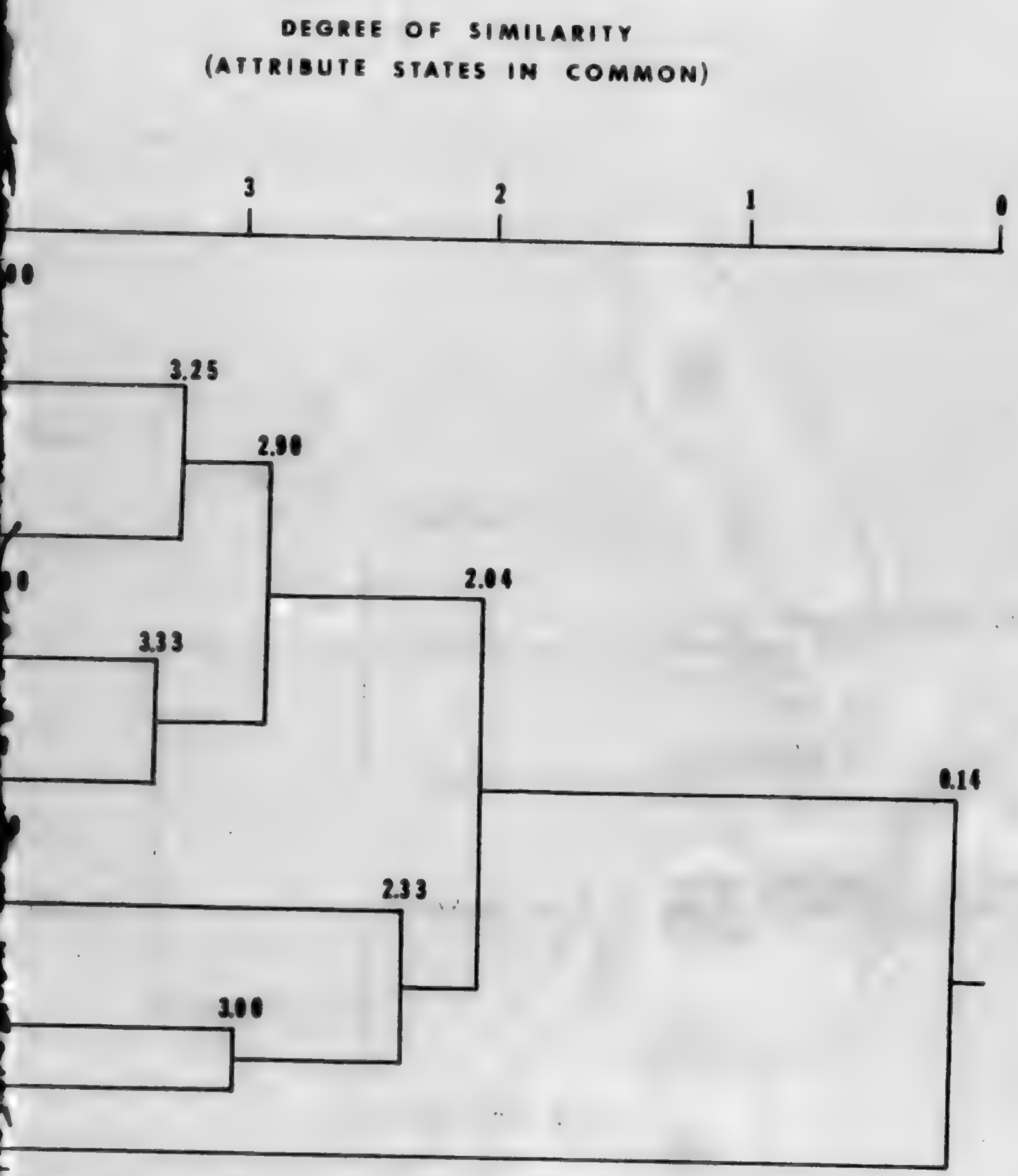

DEGREE OF SIMILARITY
(ATTRIBUTE STATES IN COMMON)
4
3
2
1
0
RAW MATERIAL TYPE
2
9
13
16
12
1
4
6
11
3
7
10
14
15
8
4.00
3.25
2.90
4.00
3.33
2.04
0.14
4.00
2.33
3.00

Figure 4. Dendrogram of RM Types Based on Degrees of Similarity.



Types Based on Degrees of Similarity.

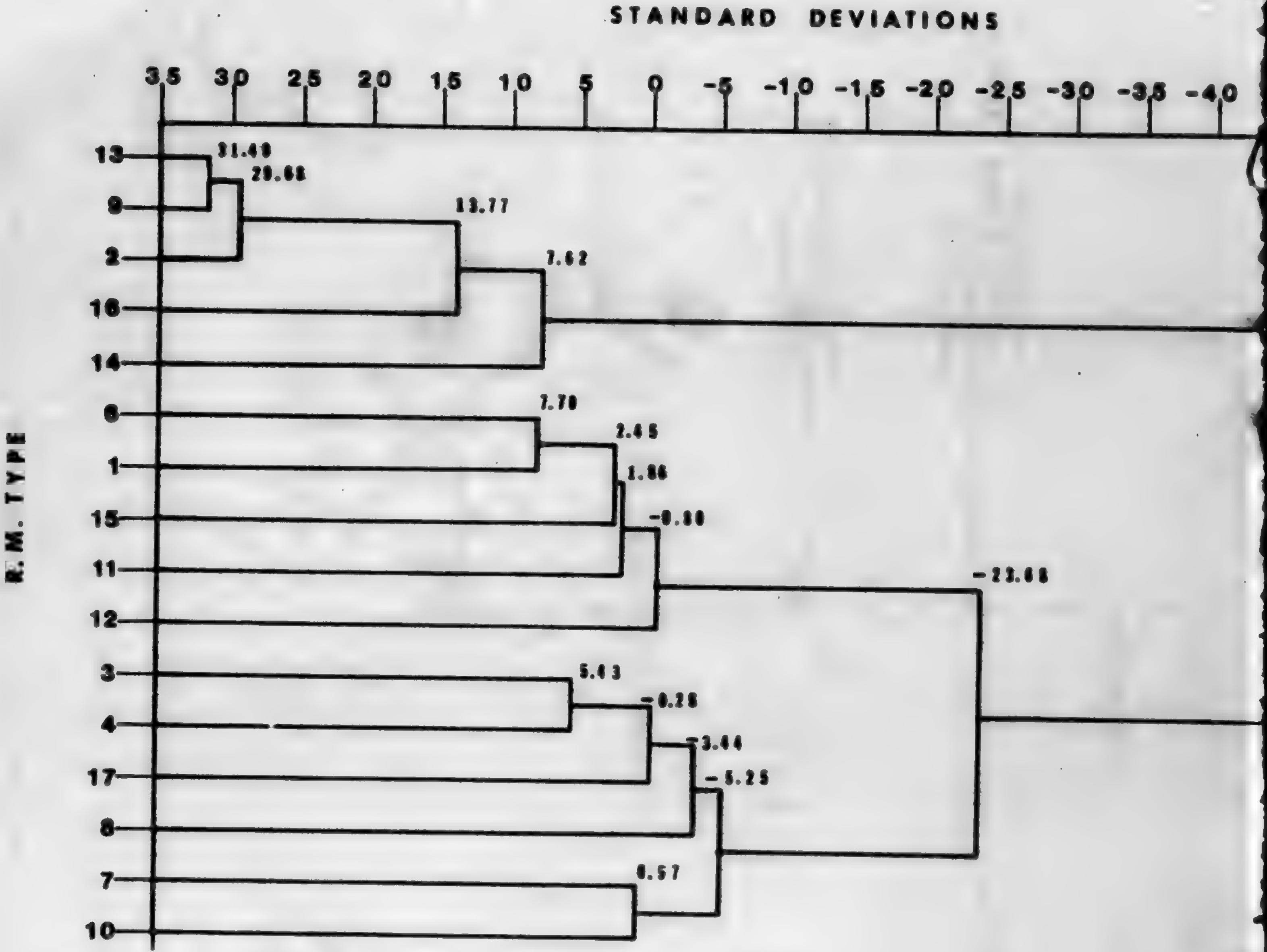
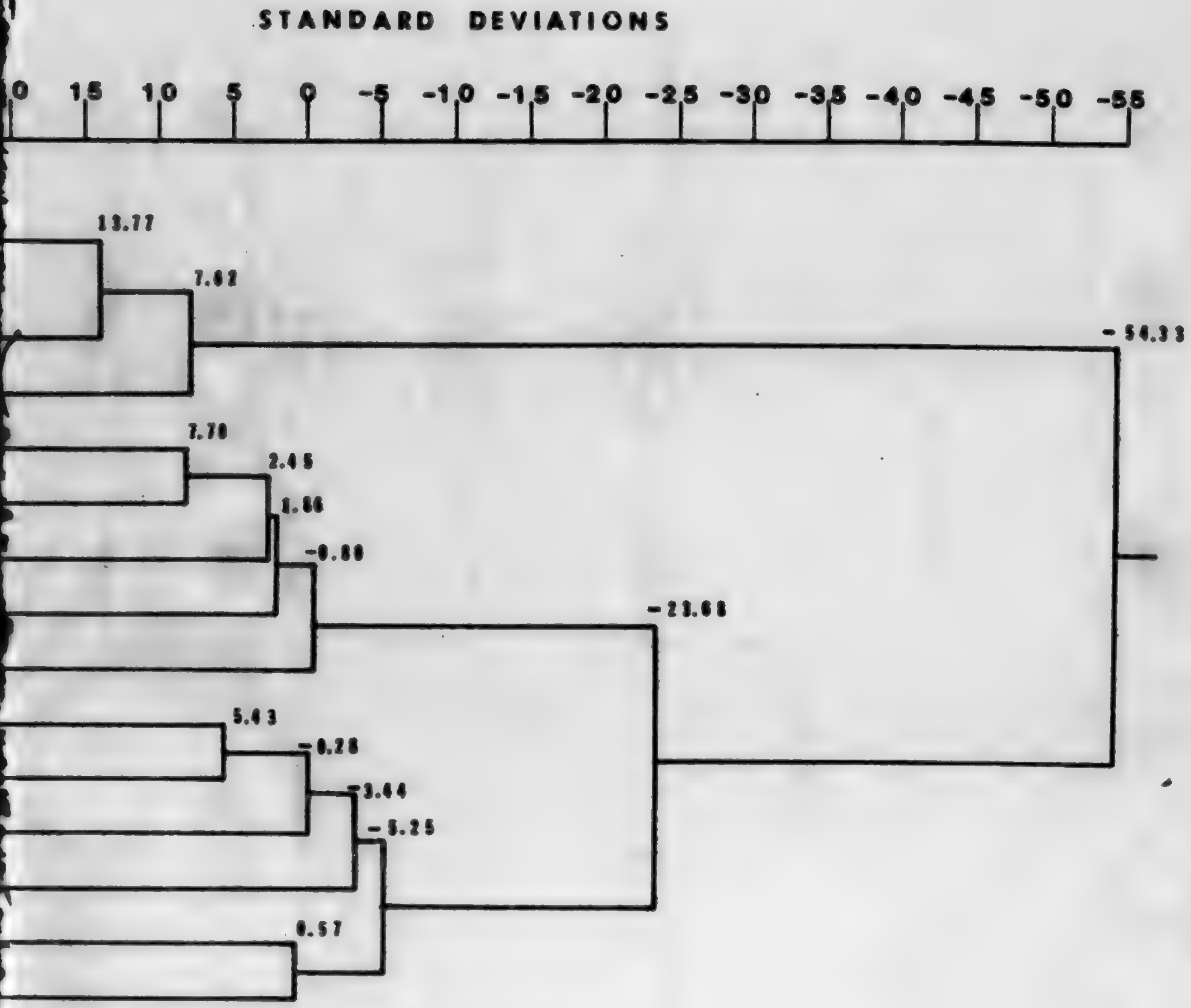


Figure 5. Dendrogram of RM Types Based on Co-occurrence Analysis.



of RM Types Based on Co-occurrence Analysis.

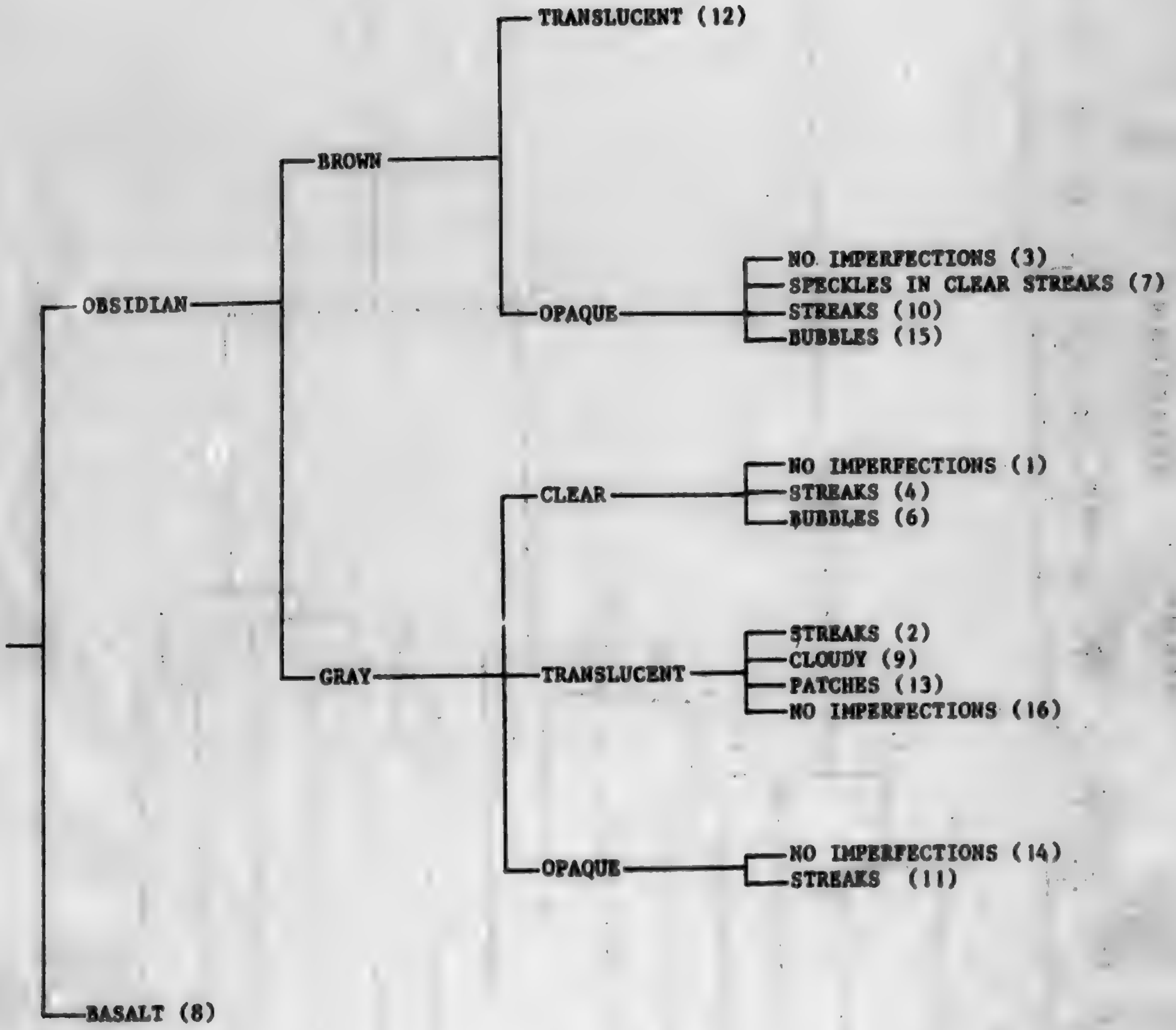

TRANSLUCENT (12)
BROWN
NO IMPERFECTIONS (3)
SPECKLES IN CLEAR STREAKS (7)
OBSIDIAN
OPAQUE
STREAKS (10)
BUBBLES (15)
NO IMPERFECTIONS (1)
CLEAR
STREAKS (4)
BUBBLES (6)
STREAKS (2)
CLOUDY (9)
GRAY
TRANSLUCENT
PATCHES (13)
NO IMPERFECTIONS (16)
NO IMPERFECTIONS (14)
OPAQUE
STREAKS (11)
BASALT (8)

Figure 6. Revised Hierarchical Classification and Key to RM Types.

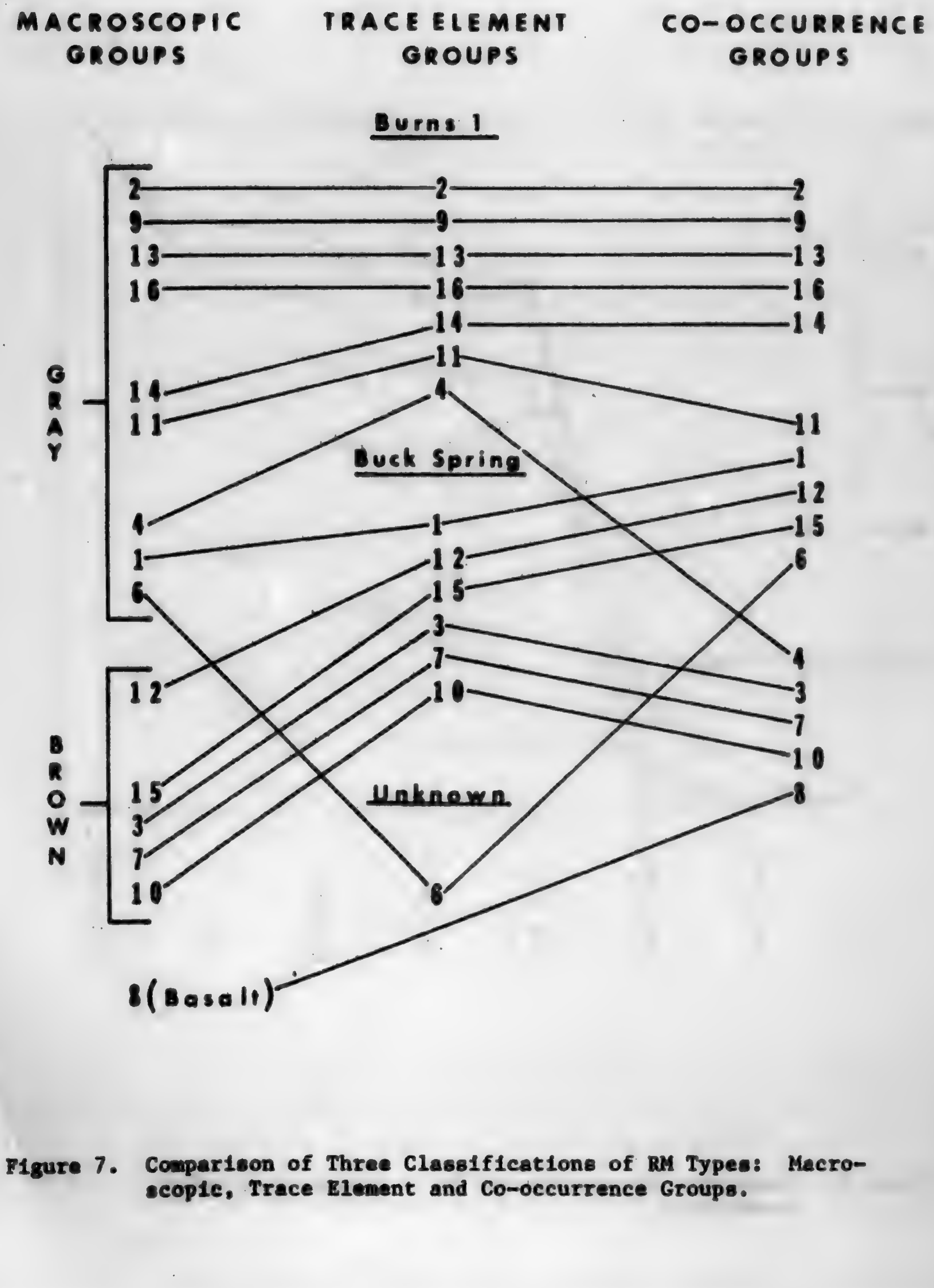

MACROSCOPIC GROUPS
TRACE ELEMENT GROUPS
CO-OCCURRENCE GROUPS
Burns 1
Buck Spring
Unknown
GRAY
BROWN
2
9
13
16
14
11
4
1
6
12
15
3
7
10
8 (Basalt)
8

Figure 7. Comparison of Three Classifications of RM Types: Macroscopic, Trace Element and Co-occurrence Groups.

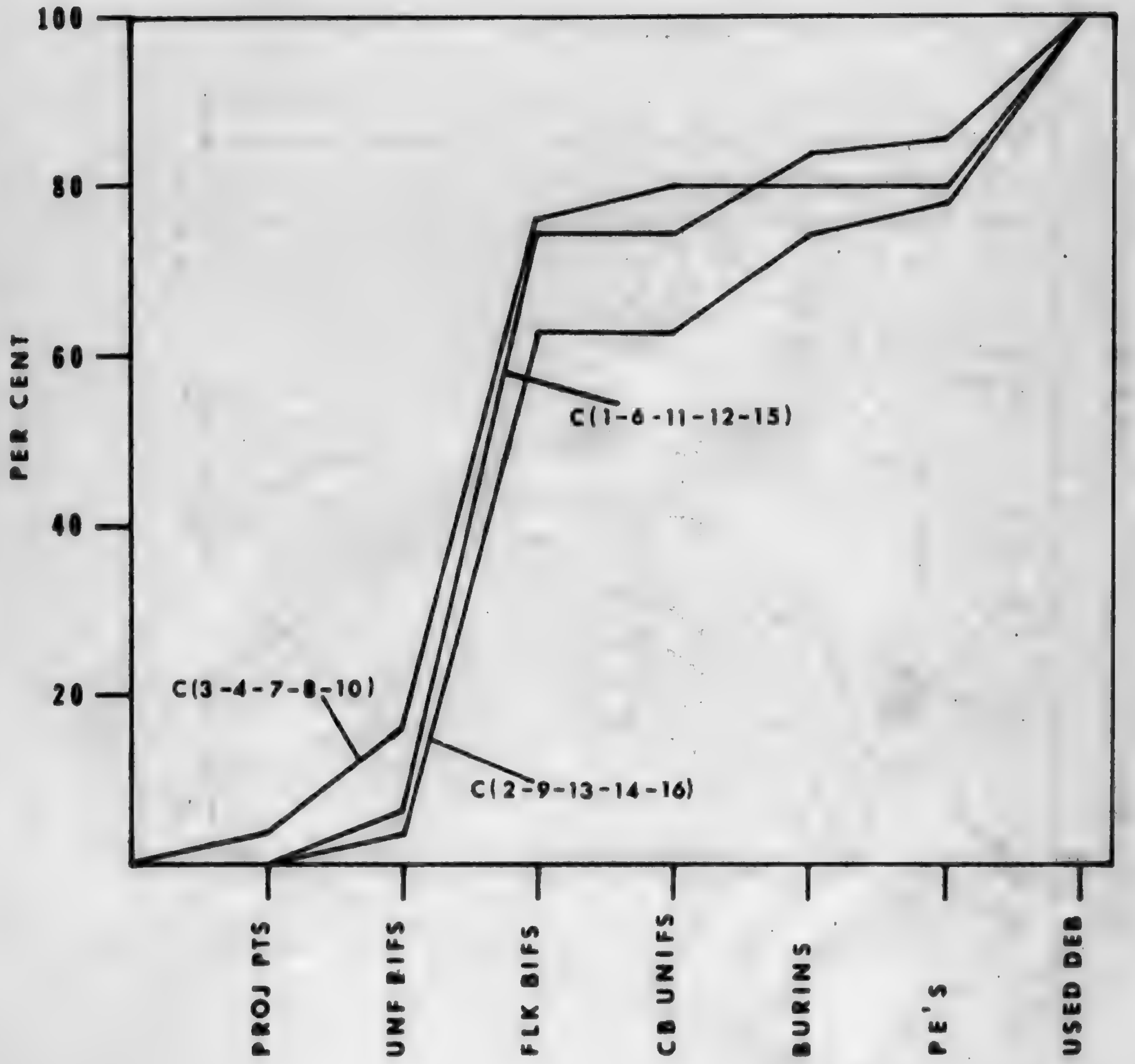


Figure 8. Cumulative Percentages of Total Classes in C-group Assemblages.

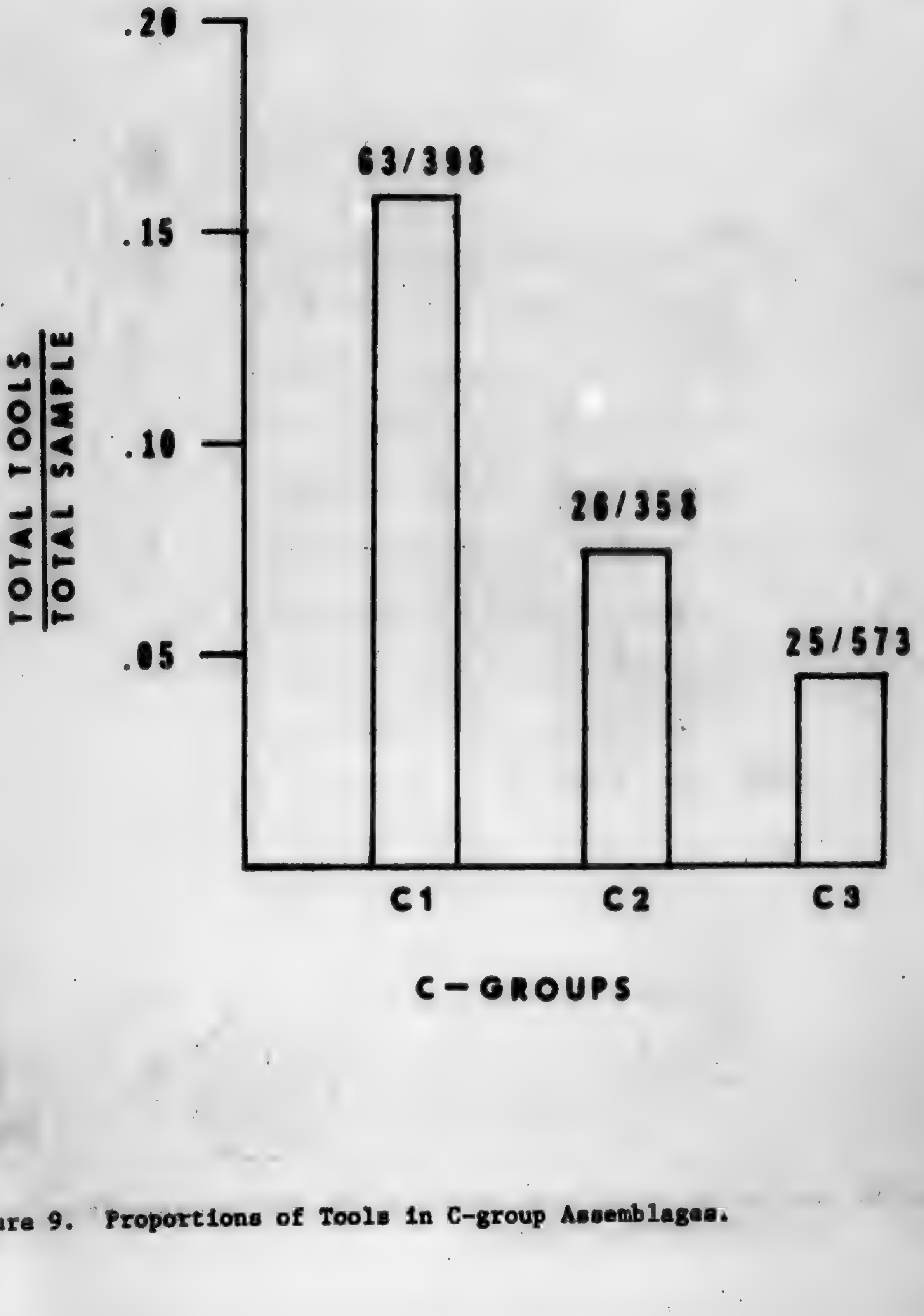


Figure 9. Proportions of Tools in C-group Assemblages.

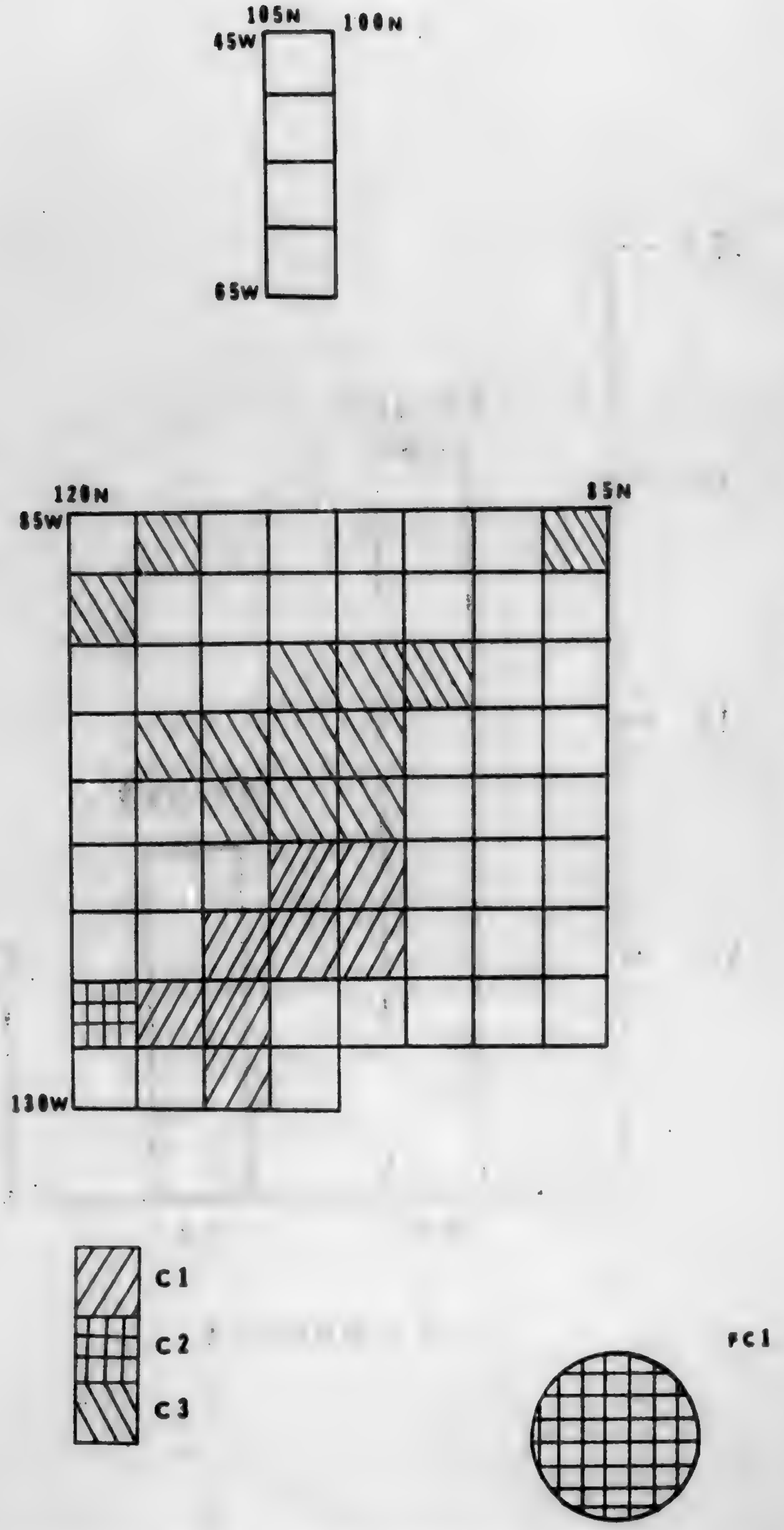

105N
100N
45W
65W
120N
85N
85W
130W
C1
C2
C3
FC1

Figure 10. Collection Units with Significantly High Debitage Counts of Co-occurrence Groups.

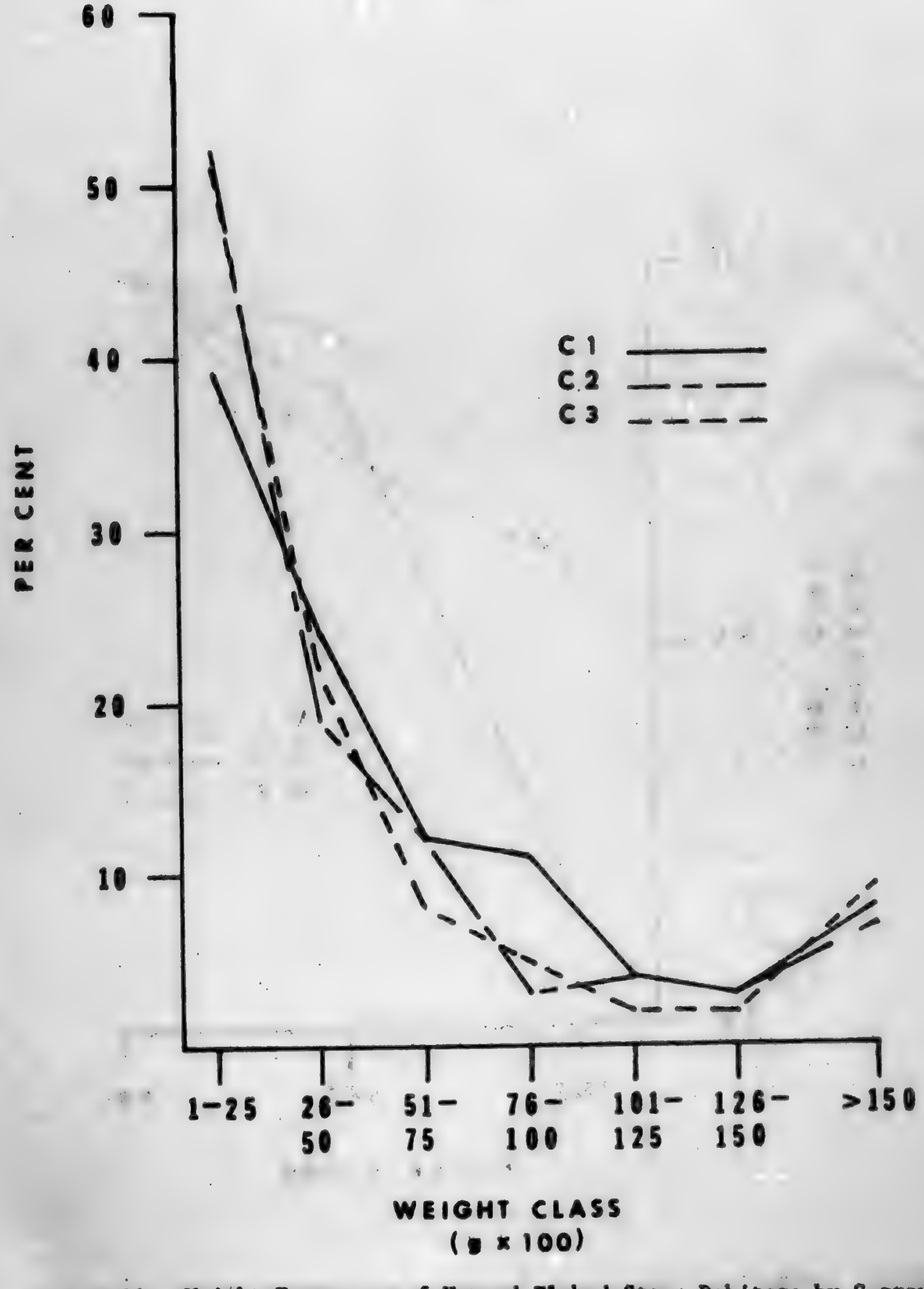


Figure 11. Weight Frequency of Unused Flaked Stone Debitage by C-group.

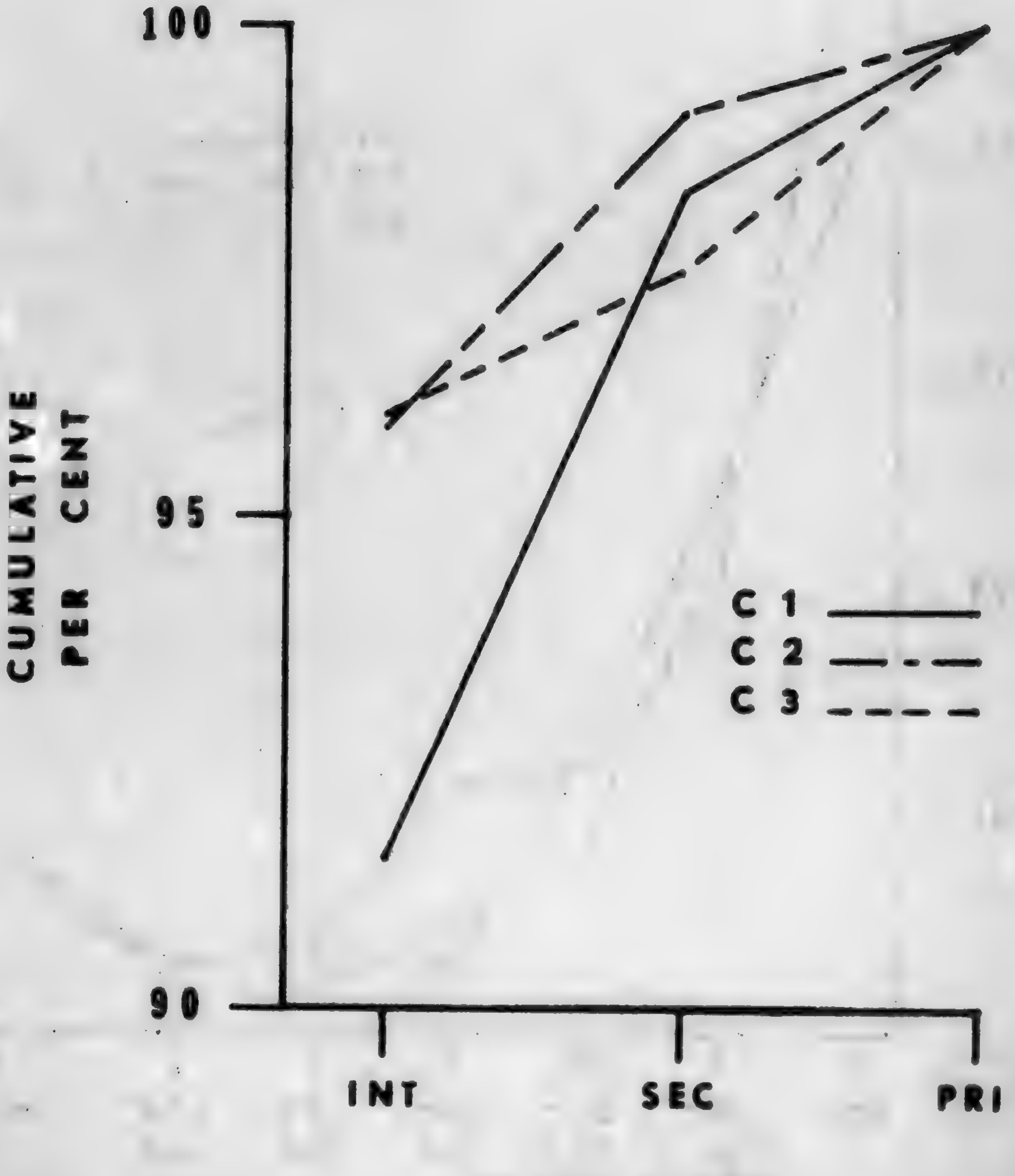
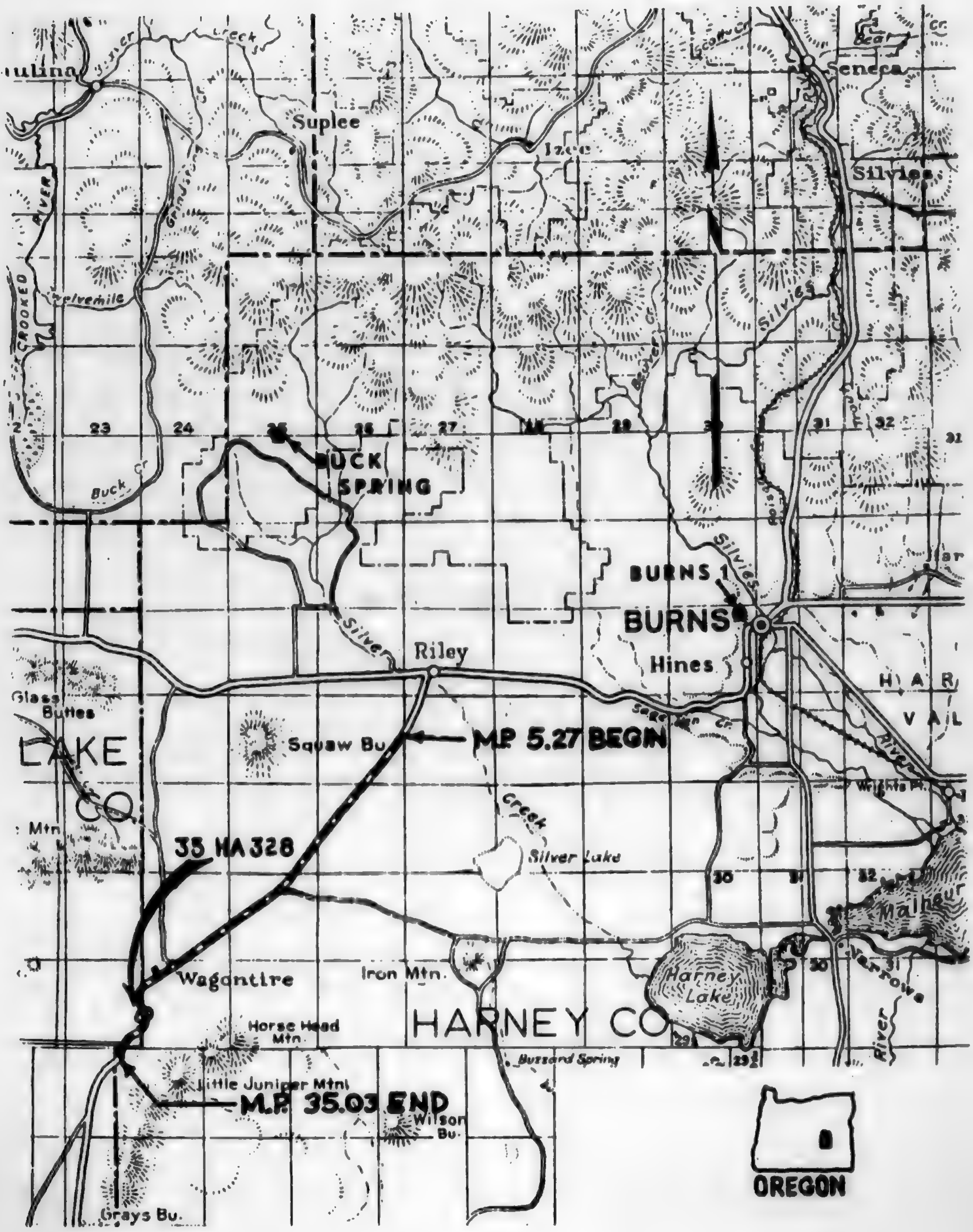
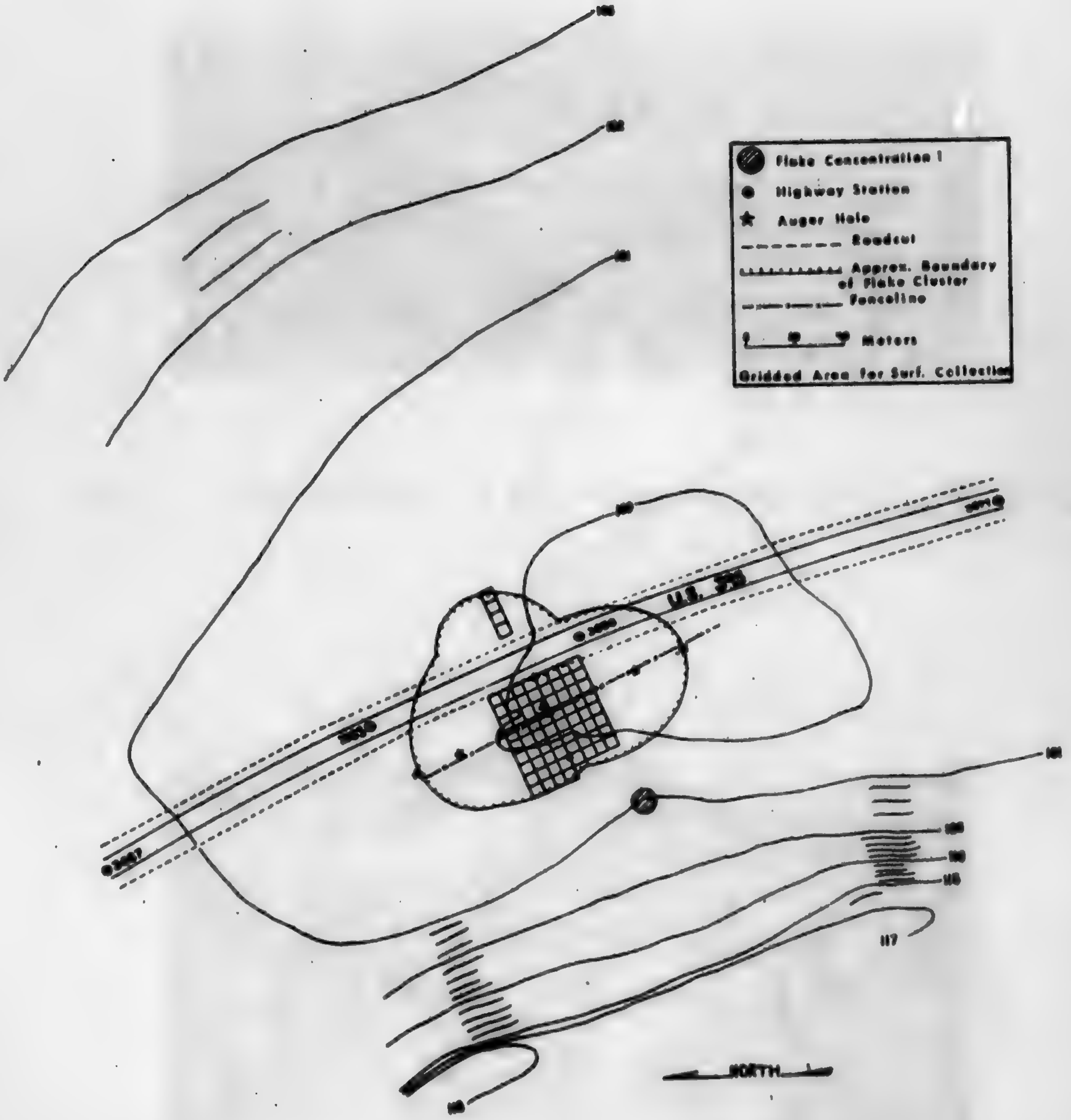


Figure 12. Flake Stage Cumulative Percentages of Unused Flaked Stone Debitage by C-group.

Maps 1 and 2 follow


Seneca
Suplee
Izee
Silvies
Crooked River
Twelvemile
Buck Cr
23
24
25
26
27
28
29
31
32
BUCK SPRING
BURNS 1
BURNS
Hines
Riley
Silvies
Glass Buttes
LAKE CO.
Squaw Bu.
M.P. 5.27 BEGIN
Creek
Silver Lake
35 HA 328
Wagontire
Iron Mtn.
Harney Lake
Malheur
Narrows
HARNEY CO.
Horse Head Mtn.
Little Juniper Mtn.
M.P. 35.03 END
Wilson Bu.
Grays Bu.
Buzzard Spring
Wrights Pt.
River
OREGON

Map 1. General Location Map.


● Flake Concentration I
● Highway Station
★ Auger Hole
Roadcut
Approx. Boundary of Flake Cluster
Fenceline
Meters
Gridded Area for Surf. Collection
U.S.
116
117
NORTH

Map 2. Site Topographic Map.

Plate 1. View (to the West) of the Site in Its Environmental Context.

Plate 2. Surface Collection on the Site, View to North.

#9761 6-27-80

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cc: State (H S Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Harney | DIVISION<br>Oregon |
| DATE OF REPORT<br>6-27-80 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>FLH-F-1(9) |
| COMPLETION DATE<br>8-24-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-10-80 | TIME ELAPSED<br>See below % | CONTRACT TIME<br>See below |
| APPROVED EXTENSIONS<br>10 calendar days | LOCATION Approximately 30 miles south of the Junction of Lakeview-Burns and Central Oregon Highways. | | |

***The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.**

***A copy of the State's materials certificate is attached to the Division office copy of this report.**

**There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.**

**REMARKS:** ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

### WAGONTIRE-LAKE COUNTY LINE SECTION
### LAKEVIEW-BURNS HIGHWAY
### Grading & Paving

This project provided for the reconstruction of approximately 5.17 miles of the Lakeview-Burns Highway.

The contract provided for 400 calendar days to complete the work. The contractor used 410 calendar days. The contractor requested and the State granted a time extension of 10 calendar days due to the extra work performed. The time extension eliminated all liquidated damages on the project.

The final amount of the original contract items was $1,508,021.44. The contract bid amount was $1,490,370.00. The final project cost including engineering and all changes was $1,661,298.30.

A final inspection of the completed work was made on October 24, 1979.

All participating work has been completed.

All project signing and striping is complete.

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STATE HWY ENGR
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REFER TO Keasey
FOR
Info Inves R/D D/R Act File

7-15
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***NOTE: Not applicable for direct federal projects.**

| | | | |
|---|---|---|---|
| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
| SIGNATURE Original Signed by<br>D. B. Carter<br>Area Engr.<br>David B. Carter | | SIGNATURE Original Signed By<br>G. K. HOSSNER<br>Field Operations<br>Engineer<br>G. K. Hossner | |
| TITLE<br>Area Engineer | DATE<br>7/14/80 | TITLE<br>Field Operations Engineer | DATE<br>7/14/80 |

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8761

March 12, 1980

St. Paul Fire & Marine Insurance Co.
300 N.E. Multnomah, Suite 700
Portland, OR 97232

CON 5
Contract #8761

Gentlemen:

Contract No. 8761 awarded to F. H. McEwen Construction for work on the Wagontire-Lake County Line Section of the Lakeview-Burns Highway in Harney and Lake Counties was completed on August 24, 1979, and accepted by the State Highway Division on March 10, 1980.

Final payment in the amount of $57,782.37 will be released to the contractor after March 17, 1980. The total contract amount is $1,563,069.67. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: F. H. McEwen Construction
86430 Franklin Boulevard
Eugene, OR 97405

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8761

2-7-80

N

Wagontire - Lake Co. Line
Lakeview - Burns Highway
Harney and Lake Counties

Contract No. 8761
F.A.P. No. FIH-F-1(9)
Contractor: F. H. McEwen Const Co.

## STATEMENT OF OVERRUNS AND UNDERRUNS

| | Original Contract | Final Amount | + % - |
|---|---|---|---|
| Contract Amount | $ 1,490,370.00 | $ 1,617,782.05 | +9 |
| Anticipated Items | 4,600.00 | 2,952.00 | -64 |
| Contingencies | 67,273.65 | 0.00 | -100 |
| Engineering | 119,597.60 | 128,104.62 | +11 |
| Sub-Total | $ 1,681,841.25 | $ 1,748,838.67 | |
| Price Reduction for Non-Spec A.C. Compaction | | 2,321.95 | |
| Grand Total | $ 1,681,841.25 | $ 1,746,516.72 | +4 |

| Item # | Description | Unit | Contract Amount | Amount Used | % Overrun | % Underrun |
|---|---|---|---|---|---|---|
| 4.- | Temporary Signs | S.F. | 850 | 271 | 0 | 68 |
| | Due to the scheduling of the work - this amount was adequate. | | | | | |
| 5.- | Temp. Cont. Rail Trs. Barrier Reflectorized | L.F. | 800 | 378 | 0 | 53 |
| | Due to layout of the Stage Construction - this amount was all that was required. | | | | | |
| 6.- | Temp. G.R., Type I | L.F. | 1,750 | 2,015 | 15 | 0 |
| | Same as Item #5 - except more was required. | | | | | |
| 7.- | Temp. Delineators | Each | 100 | 51 | 0 | 49 |
| | Due to only one area at a time under Stage Construction. | | | | | |
| 8.- | Flagmen | Hour | 1,500 | 1,941 | 29 | 0 |
| | Due to the long duration of the project and work areas being spread out. | | | | | |
| 9.- | Pilot Car | Hour | 200 | 80 | 0 | 60 |
| | Due to the short duration of paving, which is the only time the pilot car was used. | | | | | |
| 14.- | Trench Excavation | C.Y. | 500 | 186.37 | 0 | 63 |
| | Due to pipe locations, less required. | | | | | |
| 16.- | Watering | M-gal | 6,780 | 4,101 | 0 | 40 |
| | Due to unusually wet weather, less water required. | | | | | |
| 18.- | Aggregate Base | Ton | 23,000 | 14,336.215 | 0 | 38 |
| | Due to not surfacing detours, less required than estimated. | | | | | |

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ROAD DESIGN SECTION

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Christensen
Olson
Sullivan
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Wakerlig

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Wagontire - Lake Co. Line cont.- - 2 -

| Item # | Description | Unit | Contract Amount | Amount Used | % Overrun | % Underrun |
|---|---|---|---|---|---|---|
| 20.- | Asphalt Cement in Mix | Ton | 1,015 | 1,127.9 | 11 | 0 |
| | Due to using a different material source, a higher asphalt content was required. | | | | | |
| 21.- | Asphalt in Tack Coat | Ton | 8 | 11.98 | 50 | 0 |
| | More required than calculated for adequate coverage. | | | | | |
| 22.- | 3/4"-0 Aggr. in Prime | C.Y. | 1,160 | 1,320 | 14 | 0 |
| | More required to cover Prime Coat than computed. | | | | | |
| 23.- | MC-250 Asph. in Prime | Ton | 210 | 176.69 | 0 | 16 |
| | Due to not shooting a Prime Coat on detours, less required. | | | | | |
| 25.- | 18-inch Culvert Pipe | L.F. | 1,180 | 1,058 | 0 | 10 |
| | Due to deletion of some pipes, less required. | | | | | |
| 28.- | Delineators | Each | 190 | 222 | 16 | 0 |
| | More required due to extension and proper distances on vertical and horizantal curves. | | | | | |
| 29.- | Roadside Seeding and Mulching | Acre | 20 | 22.74 | 14 | 0 |
| | More required due to borrow areas and type of soil in cuts. | | | | | |

B. N. Hatcher
B. N. Hatcher
Resident Engineer

BNH/kf

8761 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

| | | |
|---|---|---|
| | SECTION<br>Wagontire - Lake Co. Line | WEEK ENDING<br>12-29-79 |
| | | SECTION PREFIX<br>13-1062 |
| | HIGHWAY<br>Lakeview - Burns | COUNTY<br>Harney and Lake |
| NAME OF JOB<br>Wagontire - Lake Co Line | KIND OF WORK<br>Grading and Paving | |
| CONTRACTOR<br>F. H. McEwen Const. Co. | CONTRACT NUMBER<br>8761 | FEDERAL AID PROJECT NUMBER<br>FLH-F-1(9) |
| DATE OF CONTRACT<br>June 28, 1978 | DATE WORK STARTED<br>October 25, 1978 | ESTIMATED COMPLETION DATE |
| AVERAGE FORCE ON PROJECT FOR THE WEEK:<br>MEN: SUPERVISION: | SPECIFIED WORK DAYS | WORK DAYS USED |
| | SPECIFIED CALENDAR DAYS 400 | CALENDAR DAYS USED 410 |
| | SPECIFIED COMPLETION DATE | PERCENT OF TIME ELAPSED 103 |
| PROJECT AUTHORIZATION: $1,681,841.25 | | PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 |
| EXCLUSIVE OF ENGINEERING: $1,562,243.65 | ENGINEERING AUTHORIZATION $119,597.60 | PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION |
| ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,464,910.00 | ENGINEERING COST TO DATE $128,137.22 | DATE PROJECT WAS COMPLETED: |
| ESTIMATED PERCENT: UNDERRUN 5 % | PERCENT OF AUTHORIZATION 107 % | August 24, 1979 |

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 5.26 | 5.26 | | | 5.26 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 5.26 | 5.26 | | | 5.26 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 168,800 CY | 95,950 T | | | 15,600 T |
| TOTAL QUANTITIES CORRECTED TO DATE | 170,800 CY | 93,918 T | | | 15,980 T |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 168,000 CY | 93,918 T | | | 15,980 T |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

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JAN 2 1980
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn

Richards
Berg
Inlow
Widmer
Debauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| **SUNDAY** | |
| **MONDAY** | CONTRACT WORK COMPLETED |
| **TUESDAY** | |
| **WEDNESDAY** | |
| **THURSDAY** | |
| **FRIDAY** | |
| **SATURDAY** | |

## REMARKS

Final Report. Semifinal submitted.

SIGNED B.N. Hatcher LOCATION Burns
B. N. Hatcher, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8761

1-1/H

Form 81-734-1160 (Rev. 8-73)

# OREGON STATE HIGHWAY DIVISION
# Adjustment ~~Price Agreement~~
## APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Wagontire - Lake Co. Line
Date December 18, 1979
Highway Lakeview - Burns
Contract No. 8761
County Harney and Lake
Prefix 13-1062
Contractor F. H. McEwen Construction Co.
F. A. Project No. FLH-F-1(9)
Address 86430 Franklin Blvd., Eugene, Oregon 97405
Price Agreement No. 8

**For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.**

**Work to be done:**

Price reduction for low compaction asphalt Concrete pavement.

**Locations by station numbers:**

Throughout project.

**Names of pay items, estimated quantities and agreed prices:**

~~3080~~ - Price Reduction - nonspecification asphalt concrete compaction

$ 2,321.95 credit (Lump Sum)

**Specifications, basis of measurement and other provisions:**

Standard specified penalty for low compaction, Standard Specification 105.03.

### INSTRUCTIONS

**After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.**

**This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.**

| | | Space to right of this line is for use of Salem Office |
|---|---|---|
| Project authorization | $1,681,841.25 | |
| Present estimate of project cost, including (-) $2,321.95 for work under this order | $1,681,841.25 | |
| Expected under-run over-run (amount) | $ - 0 - | |
| Expected under-run over-run (per cent) | - 0 - | |

Submitted by: B. N. Hatcher Resident Engineer

Signed ........ Contractor

Approval Recommended: ........ Division Engineer

Approval Recommended: ........ Construction Engineer or Bridge Engineer

2/4/80 Approval Recommended M. Gen

Approved: ........ Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

2-8-80

DS 2-11-80

SP*79053-734

8761

12-11-79

N

Wagontire - Lake Co. Line
Lakeview - Burns Highway
Harney and Lake Counties

Contract No. 8761
F.A.P. No. FLH-F-1(9)
Contractor: F. H. McEwen Const. Co.

# NARRATIVE REPORT

## GENERAL

This section began about 62 miles southwest of Burns near the Lake County Line and extended 5.17 miles northerly to a point approximately 1 mile southwest of Wagontire. It was a grading and paving project featuring completly new vertical alignment and some horizontal realignment to eliminate or reduce the degree of some sharp curves. None of the old surfacing was utilized; it was too weak to be of any value.

The contract was awarded June 28,1978 and the calendar day count began July 11, 1978. 400 calendar days were allotted and the contractor completed the work in 410 days. He has made request for 24 additional days. I have recommended he be granted 9.

Following are summaries of the major portions of the work.

## GRADING

Grading work began October 30, 1978 with the contractor concentrating on the big through cut near the south end of the job. This cut was considered to be a drill and shoot proposition, but the contractor was able to successfully rip it with a D-9 as he did with any other rock encountered on the job. The contract quantity was 168,200 cubic yards of general excavation. This was close to the final quantity and balanced fairly well with the embankment. Material was borrowed in some areas and wasted in others in order to eliminate some long haul. Fill slopes were made on a 4:1 or flatter throughout the project for safety. Grades were changed in one area to improve vertical alignment, sight distance; and better balance of quantities at this location. As per plan, a temporary road was constructed alongside the new construction and in most cases was completely clear of the new roadbed section, except at crossings. This eliminated working under traffic, but a considerable amount of maintenance was required to keep it in good shape. This was mainly during the Spring when the ground was soft. Grading continued until about Christmas and was then shut down until March 6, 1979 due to extreme cold and excess moisture with the Spring runoff. Grading resumed at that time and progressed through to completion on June 1, 1979.

A good deal of effort was put forth by the contractor on the grading portion of the project. Quality of the workmanship is exhibited throughout the job in the roadbed and slope finishing. The only problem encountered was excess moisture in the shallow cuts from station 3020 to 3040 and 3055 to 3075. This was mainly due to the time of year the work was done and was corrected by rehandling and air-drying the material.

**REFERRED TO**
____Beard ✓ Stoudenmeyer____
____Cole ____Sample____
____Eriksen ____Watson____
____Hager ____Dorn ____Lou____
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**BY FINAL DESIGN ENGINEER**
Ltr of acknowledgement

✓ Versteeg____
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& Christensen WDC
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Sullivan copy
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____Wakerlig____

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ROAD DESIGN SECTION

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## DRAINAGE

Drainage work started about 2 weeks after the grading. It consisted of installing culverts under the new alignment and replacing most of the existing culverts with new ones. A significant problem was discovered between station 3064 and 3073. Two drainages from the east intersected the highway in this area and passed under the road in 3 culverts to the ditch on the west side of the road. This then ran south to the large drainage at station 3048 to the west. This was already a problem area with water having run over the road on occasions, including this year. The plans called for removing the 3 existing culverts (2-18" & 1-12") and replacing them with one 18" between the two locations. This would not work as there was a 3 foot cut at this point. This situation was corrected by constructing a wider flat-bottomed ditch on the east side of the highway and running the water down this from station 3073 to 3048 where we installed a larger arch-type pipe for the accumulation to cross in. The plans had called for an 18" at this location.

This particular geographical area is not subject to heavy precipitation and normally the only time of year drainage is of any concern is during the Spring runoff. All other drainage structures on the project appear to be satisfactory and should function properly.

## CRUSHING

The contractor elected not to use the prospective material source which was a cap rock quarry near the middle of the project. He instead negotiated with the B.L.M. on a royalty basis and used a gravel deposit belonging to them. It was located about 3 miles west of the highway on the Christmas Valley road. This made about a 6 mile haul to the south end of the job. It proved to be an excellent source with the material averaging about 3" - 0 in size. Over 100,000 tons of material was required for the job in aggregate subbase, aggregate base and paving aggregate.

Specifications for the aggregate subbase were quite loose and the contractor was more or less able to just screen it out. Everything passing a 1" screen went into the subbase and the oversize was crushed for 3/4" - 0 base and paving aggregates.

Crushing started in earnest February 12, 1979. They were ready to go at Christmas 1978, but extremely cold weather had the entire operation shut down from December 22, 1978 to January 29, 1979. Subbase and base were produced from February 12th to March 19, 1979. Subbase and A.C. aggregates were produced from March 20th to about April 20, 1979. Paving aggregates were produced in two sizes - 3/4" - 1/4" and 1/4" - 0. We had a slight excess of P200 in the #10 - 200 split of the 1/4" - 0, but when combined with the 3/4" - 1/4", it was O.K.

CRUSHING cont.-

The contractor also crushed some oiling aggregate for State Maintenance Forces and a considerable amount of pit run material was used to raise the grade of the highway through Buckaroo Lake. The State obtained a free use permit from the B.L.M. for this material. A large amount of each size material produced for the job was left over when the work was completed due to overproduction. This was purchased by the State for maintenance use at a rock-bottom price. A total of over 17,000 cubic yards was involved.

ROCK PLACEMENT

Aggregate subbase placement began April 3, 1979 and was substantially completed by June 5th. Approximately 73,000 tons of this material went on the road for a total depth of 12". Placement closely followed the grading operation, usually going on as soon as the subgrade was finished and accepted.

This aggregate subbase proved to be excellent material. Its smaller size and amount of fines made it set up very well and it was easy to work and finish. Had we known this earlier, the leveling course of 3/4" - 0 could have been eliminated and subbase substituted for it. It would have also been very good to surface the temporary road with.

Aggregate base (2" leveling course) was placed just prior to the prime coat to keep traffic from tearing it up. It took two weeks for the base placement to be completed (June 13th to 27th).

PRIME COAT

The prime coat was constructed as soon as the leveling course was brought to grade and finished. This was done in sections that one or two loads of oil would cover. The dates of the shots were June 15, 21, 25 and 28, 1979. The load of MC-250 used on June 25th did not set well. It seemed to be dead or more like a dust oil. Of the two samples sent to the lab. one failed and the other barely passed. The two backup samples sent in barely passed by saying they were within testing tolerance. I personally do not like this statement. This oil was definitely bad and not suitable for the use intended and yet we are stuck for it because it was "within testing tolerance". This bad section was reprimed July 10th.

PAVING

Paving was done by a subcontractor, R. L. Houck Construction Co. It began August 1, 1979 and was completed August 17, 1979. This was about twice as long as it should have taken.

The typical section called for two 1½" lifts of Class "B" A.C. and the total plan quantity was 15,600 tons.

PAVING cont.-

The plant was a Pioneer dryer drum. Mix was laid with a Blaw-Knox 180 paving machine and rolling was accomplished with 3 rollers - 1 being vibratory.

The paving operation was plagued with breakdowns and other delays from the very start. This contributed to several transverse joints and a generally rougher ride. I personally made six trips to the jobsite during the paving operation and never once found the contractor paving. The following depicts the way it went:

1st day - August 1 - Major plant breakdown - 1300 tons laid
2nd day - August 6 - Loader breakdown - 1220 tons laid
3rd day - August 7 - Ran full day - 2900 tons laid
4th day - August 8 - Out of oil - 2050 tons laid
5th day - August 9 - Paver breakdown - 2700 tons laid
6th day - August 10 - Out of oil - 860 tons laid
August 13th and 14th - Rained out
August 15th - Elected not to work
7th day - August 16 - Ran full day - 3240 tons laid
8th day - August 17 - Completed paving - 1700 tons laid

As can be seen, there were only two days that went smoothly and only 1 day where production was what it should have been.

On the whole, I was very displeased with the paving operation of this subcontractor and feel that the quality of his work distracts from an otherwise excellent job. We had trouble getting compaction on the top lift of A.C. We suspect that the vibratory roller may have not been working properly. The other two were broke down at various times. The mix itself was substantially within specs. The first test failed on gradation and one other failed with excess asphalt. All the rest passed.

FENCE and DELINEATORS

This work was done by a subcontractor, Coral Construction Co. The fence work was done piecemeal throughout the life of the project as required. For the most part it was just short runs where the new sections caught outside of the old fence.

The delineators were routinely installed August 20 and 21, 1979.

The last work done was construction of two painted cattle guards - this being completed on August 24, 1979.

SEEDING and MULCHING

This work was done by Anderson Erosion Control on June 12 and 13, 1979. They were efficient and did a good job. A total of about 23 acres were seeded.

## NORTH EXTENSION

The north end of the project terminated in a swale at which point water ran over the existing road during the Spring runoff of 1979.

Authority was granted to extend this end of the job 500 feet to reach higher ground. The grade was raised across the swale and should alleviate the problem. The work was accomplished by increasing applicable bid items.

## SUMMARY

For the most part, this turned out to be a good job. Before we started, the narrow existing surfacing was badly deteriorated and in some places completely gone, with traffic traveling on gravel. We now have a wider section with vertical alignment improved for better sight distance. Several dangerous curves were also relieved or eliminated.

B. N. Hatcher

B. N. Hatcher
Resident Engineer

12-11-79

#8761 2

VICTOR ATIYEH
GOVERNOR

*Oregon State Highway Division*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 #8761

December 6, 1979

F. H. McEwen Construction
86430 Franklin Blvd.
Eugene, OR 97405

NOTED
H. S. COULTER

Gentlemen:

Re: Time Extension Request
Wagontire-Lake County Line
FAP No. FLH-F-1(9)
Contract No. 8761

Your request for an extension of contract time on the above project has been carefully reviewed. A time extension of ten (10) calendar days is granted due to extra work performed. Additional time is not granted for the claimed shortages of fuel and liquid asphalt since no data to support a delay was submitted.

This extension of time will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

bc: H. S. Coulter
W. E. Schwartz
Barry Hatcher
Robert Church
FHWA (Carter)

RECEIVED
STATE HWY ENGR
DEC 7 -'79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  | ✓ |

**STATE OF OREGON** **INTEROFFICE MEMO**

FILE: CON 5 #8761

Highway Construction
DEPT.

378-6318
TELEPHONE

TO: ~~Memo~~ to File

DATE: December 6, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Wagontire-Lake County Line
FAP No. FLH-F-1(9)
Contract No. 8761

The contractor on this project has requested a 24 calendar day extension of contract time. Project delays are claimed to have resulted from a fuel shortage, a liquid asphalt shortage and extra work. Contract times and dates are:

| | |
|---|---|
| Contract awarded | June 28, 1978 |
| Work started | October 25, 1978 |
| On-site work completed | August 24, 1979 |
| Specified completion | 400 calendar days |
| Time used | 410 calendar days |

Delays claimed as a result of a fuel shortage and a liquid asphalt shortage would be valid reasons for additional contract time if, in fact, there was a shortage and the project was actually delayed as a consequence of the shortage(s). The contractor does not present data to confirm the shortages or to demonstrate that such shortages actually delayed the project. Therefore, no additional time should be granted for the claimed shortages until the contractor presents the necessary documentation.

Extra work was added to the project and is a valid reason for additional contract time to the extent that the project was delayed by the added work.

Price Agreement No. 2 provided for a 500 foot extension of the project to a more logical terminus. The Resident Engineer estimates that seven calendar days were required to perform this added grading, base and paving work. This time should be granted.

Price Agreement No. 5 called for the contractor to produce approximately 1,500 tons of asphaltic concrete mixture for use by State Maintenance forces. Normally A.C. mix produced for State Maintenance force use is purchased under a separate agreement and is not made a part of a construction contract. However, in this case the A.C. mix was obtained by a contract change order and therefore becomes a contract requirement and becomes a valid reason for contract time extension to the extent the contract was delayed. The contractor claims a delay of two calendar days for producing this mix. Contract records indicate this to be the only work performed on two days and that part of the contractor's A.C. production was diverted to State forces on three additional days. The contractor's requested two calendar days is obviously justified and should be granted.

Price Agreement No. 6 provided for the addition of two cattle guards. This work was added late in the project and required two days to accomplish. This time should be granted. The contractor did not include this extra work in his request.

In summary, contract time was exceeded by ten calendar days on this project. The above analysis indicates that extra work delayed the project for eleven calendar days. Therefore, a time extension of ten calendar days should be granted, eliminating all liquidated damages on this contract.

OBJ:fr

cc: H. S. Coulter
W. E. Schwartz
Barry Hatcher
FHWA

8761

VICTOR ATIYEH
GOVERNOR

**Oregon State Highway Division**
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
DEC 14 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

**DATE:** December 4, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. FLH-F-1(9)

| | |
|---|---|
| Contract | 8761, Work Completed August 24, 1979 |
| Project | Wagontire-Lake County Line |
| Highway | Lakeview-Burns |
| Counties | Harney and Lake |

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 24, 1979

G. K. Hoeener
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
W. E. Schwartz
R. D. Church

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
DEC 13 1979
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

#8761

☆ U. S. GOVERNMENT PRINTING OFFICE 1976—625-955

STATE COPY

10-24-79

cc: State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>3 | **COUNTY**<br>Harney & Lake | **DIVISION**<br>Oregon |

**IN COMPANY WITH**
Unaccompanied. Discussed with B. Hatcher, Resident Engineer, OSHD

Original Signed by
D. B. Carter
Area Engr.

| | | |
|---|---|---|
| **DATE OF INSPECTION**<br>10-24-79 | **INSPECTION MADE BY**<br>David B. Carter, Area Engineer | **PROJECT NO.**<br>FLH-F-1(9) |

| | | | |
|---|---|---|---|
| **QUALITY OF WORK***<br>Satisfactory | **PROGRESS OF WORK**<br>Unsatisfactory | **TIME ELAPSED**<br>$\frac{410}{400} = 103$ % | **WORK COMPLETED**<br>100 % |

## WAGONTIRE-LAKE COUNTY LINE SECTION
## LAKEVIEW - BURNS HIGHWAY
## Grading & Paving

This project provided for the reconstruction of approximately 5.17 miles of the Lakeview-Burns Highway.

The progress of the project is listed as unsatisfactory as the contractor exceeded the contract time to complete the work by 10 days.

The overall appearance of the project is very good. The grading, finishing, and slope work is exceptional. The paving, however, is rough in some areas. The Resident Engineer indicated that the paving subcontractor experienced numerous equipment breakdowns which contributed to the pavement ride. Composition in the top lift was low.

The guardrail at the south end of the project was eliminated during construction as excess material was encountered in sufficient quantities to flatten the fill slopes such that guardrail was no longer required.

The project has been signed and striped.

Acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
DEC 17 '79
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-17
cy

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8761 U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

8

# LETTER OF APPROVAL A[illegible]OR AUTHORIZATION

3-30-79

FEDERAL AID PROJECT NO. FLH-F-1(9)

STATE [illegible]ECT NO. See below

COUNTY NAME Harney & Lake

PROGRAM STAGE (Check) ☐ 1.

RECEIVED
STATE HWY ENGR
APR 5'79
Moehring
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80209

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATT. AUTHORIZATION EFFECTIVE 3-30-79

FEDERAL ROUTE NUMBER Primary 49

STATE ROUTE NUMBER Primary 49

GENERAL LOCATION:

Wagontire - Lake County Line Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 26, 1979, I approve the program change to extend the limits of the project 0.095 miles on the northerly end.

DATE 3-30-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970—424-787

cc: State (H. S. Coulte

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

INITIAL REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>1 | COUNTY<br>Harney & Lake | DIVISION<br>Oregon |
| DATE OF INSPECTION<br>2-7-79 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>FCH-F-1(9) |

IN COMPANY WITH
Barry Hatcher, Resident Engineer, OSHD

RECEIVED
STATE HWY ENGR
MAR - 1 '79
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

LOCATION
Approximately 30 miles south of the junction of the Lakeview-Burns and Central Oregon Highways.

CONTRACTOR NAME AND ADDRESS
F. H. McEwen, 86430 Franklin Boulevard, Eugene, Oregon 97405

| | | | | |
|---|---|---|---|---|
| AWARD DATE<br>6-28-78 | CONTRACT AMOUNT<br>$1,490,370 | TIME ALLOWED<br>400 calendar days | TIME STARTED<br>7-11-78 | WORK STARTED<br>10-25-78 |
| QUALITY OF WORK<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>54 | WORK COMPLETED<br>24 | |

REMARKS

## WAGONTIRE-LAKE COUNTY LINE SECTION
## LAKEVIEW-BURNS HIGHWAY
## Grading and Paving

This project provides for the grading, aggregate base and paving on approximately 5.17 miles of the Lakeview-Burns Highway.

The grading is approximately 1/3 complete. The contractor has presently shutdown all operations due to the inclement weather. Work will resume as weather permits.

A prospective materials source for the project was noted on the plans. This source is located within the limits of the project on the east side of the road. This is a quarry source. The contractor has elected to use a gravel deposit source located several miles south and west of of the project in Section 31, T 27S, R 23E. The material from the source has been sampled and tested with satisfactory results. Actual production sampling and testing indicates the subbase material being produced meets pertinent specification requirements as it is being stockpiled.

The progress of the work is listed as satisfactory as it is anticipated the work can be completed within the allotted contract time.

8761

8

ROBERT W. STRAUB
GOVERNOR

## Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1978

F. E. McEwen Construction
86430 Franklin Blvd.
Eugene, OR 97405

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8761 for work on the Wagontire-Lake County Line Section of the Lakeview-Burns Highway in Harney & Lake Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosure

cc St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

bc C. T. Kassey
Walt Hart
Robert Church
Jim Kinne
Wendell Schwartz
Barry Hatcher

8761

STATE COPY

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| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NO.<br>7-111<br>÷ 7-99 | DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-14-78 | S<br>Oregon<br>County<br>Harney & Lake<br>Project No.<br>FLH-F-1(9) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, 0.2 mi. N. of Wagontire, S 6.69 mi.

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 5.177 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,681,841.00 | 1,479,000.00 FLH<br>$ 173,976.00 Consol. Prim. |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Engineer
*(Title)*
For: H. S. Coulter
State Highway Engineer
*(Title)*
By
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JUL 14 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. FLH-F-1(9)

Wagontire Lake Co. Line Section
Lakeview-Burns Highway
Harney and Lake Counties

Project Agreement Estimate

Type Code 6201
"FLH" Roadway (Sta. 2900+00.00 thru "EQ" Sta. 3001+31.00
= Sta. 3018+05.09 to Sta. 3190+00)

| | | | | |
|---|---|---|---|---|
| Furnishing Field Laboratory | 1 | Each | $2,000.00 | $ 2,000.00 |
| Mobilization | All | Required | | 142,872.50 |
| Temporary Protection and Direction of Traffic | All | Required | | 15,000.00 |
| Temporary Signs | 850 | Sq.Yd. | 5.50 | 4,675.00 |
| Temporary Continuous Rail Traffic Barrier, Reflectorized | 800 | Lin.Ft. | 7.00 | 5,600.00 |
| Temporary Guard Rail, Type 1 | 1,750 | Lin.Ft. | 8.00 | 14,000.00 |
| Temporary Delineators | 100 | Each | 15.00 | 1,500.00 |
| Flagmen | 1,500 | Hour | 21.00 | 31,500.00 |
| Pilot Car | 200 | Hour | 20.00 | 4,000.00 |
| Clearing and Grubbing | All | Required | | 10,000.00 |
| Removal of Structures and Obstructions | All | Required | | 5,000.00 |
| General Excavation | 168,200 | Cu.Yd. | 2.50 | 420,500.00 |
| Overhaul | 13,710 | "C"Yd.Sta. | 0.50 | 6,855.00 |
| Trench Excavation | 500 | Cu.Yd. | 10.00 | 5,000.00 |
| Finishing Roadbed and Slopes | All | Required | | 15,000.00 |
| Watering | 6,780 | M-Gal. | 10.00 | 67,800.00 |
| Aggregate Subbase | 72,950 | Ton | 3.75 | 273,562.50 |
| Aggregate Base | 23,000 | Ton | 4.75 | 109,250.00 |
| Class "B" Asphalt Concrete Mixture | 15,600 | Ton | 9.50 | 148,200.00 |
| Asphalt Cement In Mixture | 1,015 | Ton | 115.00 | 116,725.00 |
| Asphalt In Tack Coat | 8 | Ton | 200.00 | 1,600.00 |
| 3/4"-0 Aggregate In Prime Coat | 1,160 | Cu.Yd. | 9.00 | 10,440.00 |
| MC-250 Asphalt In Prime Coat | 210 | Ton | 150.00 | 31,500.00 |
| 12-inch Culvert Pipe | 50 | Lin.Ft. | 10.00 | 500.00 |
| 18-inch Culvert Pipe | 1,180 | Lin.Ft. | 12.00 | 14,160.00 |
| Type 1 Fence | 9,750 | Lin.Ft. | 2.00 | 19,500.00 |
| Extra For Asphalt Approaches | 2 | Each | 200.00 | 400.00 |
| Delineators | 190 | Each | 17.00 | 3,230.00 |
| Roadside Seeding and Mulching | 20 | Acre | 500.00 | 10,000.00 |
| | | | | $1,490,370.00 |

Anticipated Items

| | | | | |
|---|---|---|---|---|
| Permaneny Pavement Striping (SF) | All | Required | | $ 2,200.00 |

~~PM F~~

Oregon State Highway Division
Salem, Oregon, July 6, 1978

Federal Aid Project
No. FLH-F-1(9)

| | | |
|---|---|---|
| Temporary Pavement Striping (SF) | All Required | 1,500.00 |
| Temporary Erosion Control (EW) | All Required | 100.00 |
| On the Job Trainee (1 at $800) | All Required | 800.00 |
| | | $ 4,600.00 |
| | Subtotal | $1,494,970.00 |
| | Engineering | 186,871.00 |
| | Total | $1,681,841.00 |

| | | |
|---|---|---|
| Length of Roadway | Harney County | 2.498 Miles |
| | Lake County | 2.679 Miles |
| | Total | 5.177 Miles |

Cost of Roadway Per Miles $324,867.87

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway FLH | $1,479,000.00 | $1,479,000.00 | -- |
| Roadway (Primary) | 202,841.00 | 173,976.00 | 28,865.00 |
| Total | $1,681,841.00 | $1,652,976.00 | $ 28,865.00 |

| | |
|---|---|
| Group 1 | 100% FLH |
| Group 2 | 0% |
| Contract No. | 8761 |
| Prefix No. | 13-1062 |

Note: FLH funds are fixed and should be collected first. Primary funds total is flexible and can be increased by modified project agreement, if necessary.

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bbc C. T. Keasey
Robert Church
Walt Hart
Wendell Schwartz
Barry Hatcher
SAIF
Fran

June 28, 1978

F. E. McEwen Construction
86430 Franklin Blvd.
Eugene, OR 97405

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the Wagontire-Lake County Line Section of the Lakeview-Burns Highway in Harney and Lake Counties for the sum of $1,490,370 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the Federal Highway Administration.

Concurrence has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8761.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 11, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8761

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1859

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1978

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Federal Aid Manager

SUBJECT: Award of Contract

Tentative concurrence is requested in the award of contract for the Wagontire-Lake County Line Section, project No. FLH-F-1(9).

F.H. McEwen Construction Co of Eugene submitted the low bid of $1,490,370.00 which is $180,300.00 or 13.7% over the Engineer's estimate of $1,310,070.00. Four other bids were received in the amounts of $1,527,579.00; $1,574,120.00; $1,672,707.50 and $1,725,310.00.

There were five responsive bidders on this project. The second and third bidders were 2.1% and 5.2% respectively above the low bid, showing good competition.

The difference between the engineers estimate and the bids was a judgment of the difficulty of processing material from the prospective material source. Higher bid prices were reflected in bid items 17, Aggregate Subbase; 18, Aggretate Base and 19, Class "B" Asphalt Concrete Mixture. The amount of difference reflected in these three items is $97,212.50 which amounts to +7.4% of the engineers estimate. The engineers estimate for this material was based on an on site evaluation by the Region materials people that the quarry was ideal for crushing and had little overburden.

This view is contrary to the evaluations by the bidders who saw the source as a relatively thin cap of blocky rock 30'-35' thick with up to five feet of overburden. With more realistic information about the material source our estimate would have been about $75,000 higher on these three items. Because of the competition and because of the poor information about the materials source, we feel it is in the public interest to award the project to the low bidder.

DAR:cw
cc: J.H. Versteeg
C.T. Keasey

1 Versteeg ✓
2 Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
JUN 28 1978
ENGINEERING SECTION

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Do Not File ☐
Return To
Bring Up / /
Action

8761

yellow 49

N

FORM 81 7.14-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 23, 1978

FILE:

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Wagontire-Lake County Line
Lakeview-Burns Highway

TO: Barry Hatcher
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

| STATION | ELEVATION | OFFSET | TAN. ELEVATION | GRADE AHEAD |
|---|---|---|---|---|
| 526+00 | 172.01 | 0.03 | 171.98 | .355645 |
| 526+50 | 172.16 | 0.0 | 172.16 | .355645 |

The profile grades included in this tabulation are as follows:

| | | | |
|---|---|---|---|
| 9137 | 00 | Mainline, 12' Lt. or Rt. | Profile Grade |
| | 01 | Mainline, 12' Lt. or Rt. | Subgrade |

PC:ab
Attachment
cc: Paul Cox

8761

49 N

## ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Rout

6-22-78 Bid Letting ______ All Clear Deadline

SECTION Wagontire - Lake Co. Line
Highway Lakeview - Burns
County Harney Region 4
Type of Work G-P Funds FLH Comb
State __ Consultant __ Plans Avail. __ Yes __ No

**DOCUMENTS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ | No conflicts |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ | |

**PERMITS:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ | |
| D.O.G.M.I. | ☐ | ☒ | ☐ | ☐ | ☒ | Permit applied for |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ | |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | ☐ | |

**CULTURAL:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ | |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ | |

**NOISE:**

| | | | | | | |
|---|---|---|---|---|---|---|
| Noise Study | ☐ | ☒ | ☐ | ☐ | ☒ | |

8761 49 N

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 26, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Wagontire-Lake County Line
Lakeview-Burns Highway
Harney & Lake Counties

TO: MEMO TO THE FILES

A new material source has been established for the subject project, which will significantly reduce the haul costs. This reduction in haul cost will allow us to reconstruct an additional 1.28 miles of highway giving a total project length of 6.69 miles, still within the approved project limits.

The total cost of the project is estimated at $1,680,000 which is in agreement with the approved 6 year program.

The breakdown of FLH and other funds is as follows:

| | | |
|---|---|---|
| BLM Lands | 5.85 milss | $1,479,000 FLH Funds |
| Private Land | 0.84 miles | 201,000 Other Funding |
| | 6.69 miles | $1,680,000 |

This project is scheduled for the June 22, 1978, bid letting.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
D. E. Swan
Dale Allen
Jack Sullivan
L. K. Watson

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
APR 27 1978
ENGINEERING SECTION

2 Trout ✓
Do Not File ☐
Return To
Bring Up / /
Action

8761

49

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 14, 1978

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Wagontire-Lake County Line
Lakeview-Burns Highway
Harney & Lake Counties

TO: MEMO TO THE FILES

The base design has been revised from 1-1/2 inches of Class "E" mix to 3 inches of Class "B" mix. Project costs have therefore, increased and the project will be cut back 0.23 miles from the north end to stay within the approved FLH funds of $1,479,000. This will give a total length of project of 5.41 miles.

There is approximately 0.20 miles of roadway construction at the south end required to connect to a previous project which is not within the BLM lands. The cost of this portion is $52,000, which is an addition to the FLH funds. Project plans are being prepared for the 5.41 miles at a total cost of $1,531,000.

✓ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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LKW:ab
cc: E. S. Hunter
D. H. Moehring
D. E. Swan
Dale Allen
Jack Sullivan
Lyle Watson

8761

49

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 22, 1977

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

TO: MEMO TO THE FILES

SUBJECT: Wagontire-Lake County line
Lakeview-Burns Highway
Harney & Lake Counties

W. H. Piete called Wayne Cobine, Location Resident, on December 20, 1977, regarding this project. They discussed the following items:

1. Drainage: There are no drainage problems apparent now. The 18" culverts he proposed are adequate.

2. Alignment: He had no objections to changing the spirals.

3. Profile: Although he hadn't seen the new proposed profile, he agreed that some of the vertical curves should be taken out.

4. Material Source: The source he recommended, about 13 miles north of the project, is the only acceptable one in the vicinity. The one two miles south of the project is very poor material. The development plan used on Riley-Lake County Line (MP 5.3-MP 15.5) will be used on this project. This source has an existing permit which will expire July 14, 1978.

5. End of project: This project should end north of Wagontire, Sta. 3270+00±.

6. Snow Drift: The fallout areas in the cut at Sta. 2950+00± are to be left in for snow drift. Ten feet would be a minimum width.

7. Base Design: He objected somewhat to reducing the A.C. from 3" to 1-1/2". He objected strongly to making this 1-1/2" "E" mix. He would like "B" mix. He will contact R. J. VanCleave, Region Geologist, to discuss this. Also, the base design to be reviewed with Clarence Gregg.

WHP:ab
cc: C. M. Williams
Wayne Cobine
W. H. Piete

2-9-78
Revised Base
design 12" agg. Base
2" level
3" "B"
DO ✓

1 Versteeg ✓
2 Christensen DO
George
Olson
Terpin
Sullivan
Scott
Savage

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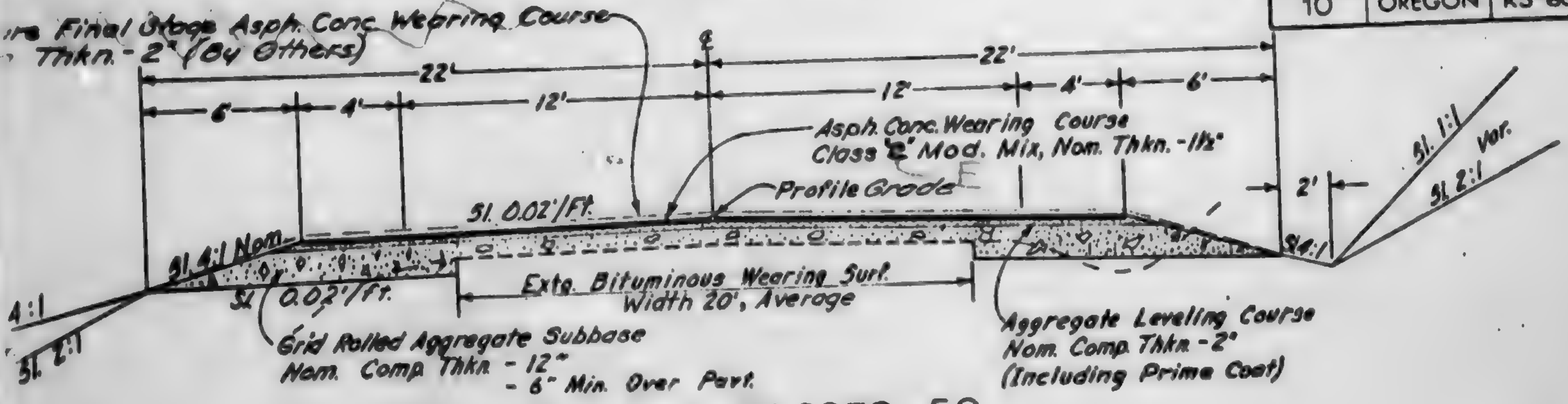
12V-

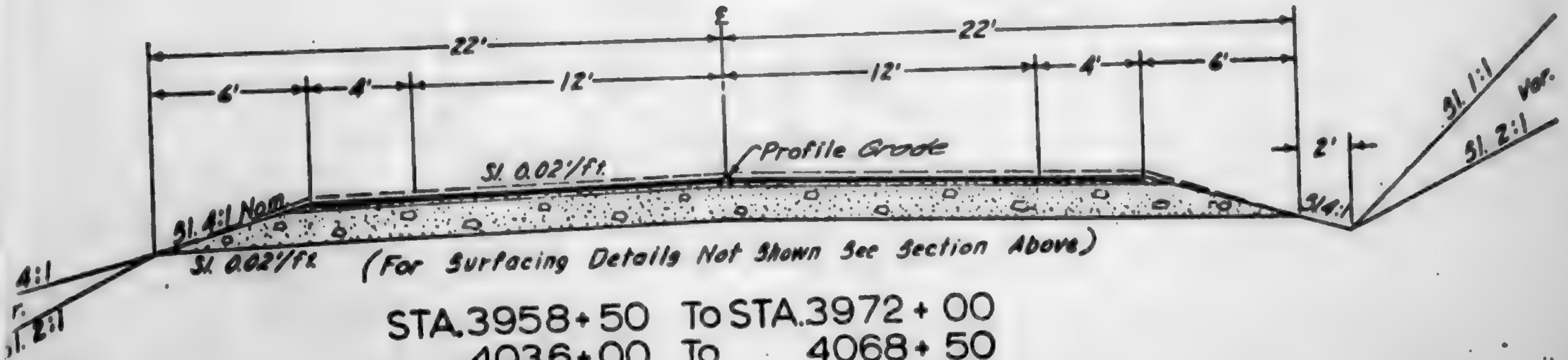
M.P. 5.3 To M.P. 15.3 UNIT
RILEY-LAKE COUNTY LINE SEC.
LAKEVIEW-BURNS HIGHWAY
HARNEY COUNTY

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 10 | OREGON | RS-600(2) | |

# TYPICAL SECTIONS


re Final Stage Asph. Conc. Wearing Course
Thkn. - 2" (By Others)
22'
22'
6'
4'
12'
12'
4'
6'
℄
Asph. Conc. Wearing Course
Class "C" Mod. Mix, Nom. Thkn. - 1½"
Profile Grade
Sl. 0.02'/Ft.
Sl. 4:1 Nom.
Sl. 0.02'/Ft.
Exts. Bituminous Wearing Surf.
Width 20', Average
2'
Sl. 4:1
Sl. 1:1
Var.
Sl. 2:1
4:1
Sl. 2:1
Grid Rolled Aggregate Subbase
Nom. Comp. Thkn. - 12"
- 6" Min. Over Pavt.
Aggregate Leveling Course
Nom. Comp. Thkn. - 2"
(Including Prime Coat)

| | | | |
|---|---|---|---|
| STA. 3950+00 | | To | STA. 3958+50 |
| 3972+00 | | To | 4036+00 |
| STA. 4068+50 | EQUA. 4076+87.5 Bk. = 4078+34.3 Ah. | To | 4108+00 |
| 4111+00 | | To | 4125+50 |
| 4129+50 | | To | 4153+50 |
| 4163+00 | | To | 4233+00 |
| 4248+00 | | To | 4263+00 |
| 4277+50 | | To | 4333+00 |
| 4337+00 | | To | 4342+00 |
| 4350+00 | | To | 4485+00 |


℄
22'
22'
6'
4'
12'
12'
4'
6'
Profile Grade
Sl. 0.02'/Ft.
Sl. 4:1 Nom.
Sl. 0.02'/Ft.
2'
Sl. 4:1
Sl. 1:1
Var.
Sl. 2:1
4:1
Sl. 2:1
(For Surfacing Details Not Shown See Section Above)

| | | |
|---|---|---|
| STA. 3958+50 | To | STA. 3972+00 |
| 4036+00 | To | 4068+50 |
| 4108+00 | To | 4111+00 |
| 4125+50 | To | 4129+50 |
| 4153+50 | To | 4163+00 |
| 4233+00 | To | 4248+00 |
| 4263+00 | To | 4277+50 |
| 4333+00 | To | 4337+00 |
| 4342+00 | To | 4350+00 |

8761 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem 97310

November 28, 1977

JB Boyd

FROM: J. B. Boyd
Right Of Way Manager

TO: MEMO TO FILE

SUBJECT: R/W Acquisition
Wagon Tire-Lake County Line Section
Lakeview-Burns Highway

NOTED
E. S. HUNTER

In response to an inquiry from Frank Terpin, we researched the ability of the Right Of Way Section to acquire right-of-way on this section. There is one private file, one State Land file, and one Bureau of Land Management file.

After discussions with the Bureau of Land Management, it appears that six to eight months is a reasonable time in order to acquire entry on the Bureau of Land Management file. The other two files I am sure can be done expeditiously.

JBB:ha
cc: E. S. Hunter
Frank Terpin
Carl Williams
Hal Versteeg

RECEIVED
TECHNICAL SERVICES
NOV 28 '77
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FOR

| Info | Inves | R/U | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

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8

Hal Versteeg
Head of Engineering

November 14, 1977

E. S. Hunter
Technical Services Engineer

Please refer to page 2211 of the Commission Meeting Minutes of October 18, 1977.

You will notice that Mr. Green indicates that the Wagontire Section will probably be approved for public lands highway program financing.

Please advise me of the preliminary engineering status and the earliest contemplated contract letting date.

ESH:ja

cc F. B. Klaboe

8761

Loren Kramer
Executive Assistant
Office of the Governor

November 7, 1977

Robert A. Burco
Director of Transportation

$1.5 million Public Lands Highway Transfer
Wagontire-Lake County Line

We have been successful in obtaining Federal funding for this project through the combined efforts of local government, Congressman Ullman's office, and our own contacts with the Federal Highway Administration in the form of their Administrator during his visit to Oregon.

This is the kind of success that is attributed to our more intensive efforts to cultivate policy-level federal officials and to utilize the strength of our Oregon Congressional Delegation. We had been turned down twice before on this request before activating these particular channels.

The Governor ought to know about this and to speak to it whenever he is in Lake and Harney Counties.

RAB:fn

cc Len Bergstein
Glenn L. Jackson

bc F. B. Klaboe
Alan Lightner

8761

2

November 7, 1977

The Honorable D. E. Jones
State Representative
1461 NW. Third Avenue
Ontario, Oregon 97914

Dear Denny:

As an item of interest to you, I would like to announce that the Federal Government has approved a shift of funds for the Wagontire-Lake County Line Section of the Lakeview-Burns Highway.

This was done in response to a request by our office after hearing from both Lake and Harney Counties over the past few months.

We feel that Congressman Ullman had something to contribute to this process, as well as a number of local officials who brought it to our attention. They were most helpful in working with us.

A copy of the announcement is enclosed.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

Enclosure

bc F. B. Klaboe
Alan Lightner
Pat Schwartz
Carl Williams

8761

November 7, 1977

The Honorable Robert F. Smith
State Senator
771 Ponderosa Village
Burns, Oregon 97720

Dear Bob:

Here is notification from the Federal Government about approval of federal funding for the Wagontire-Lake County Line Section of the Lakeview-Burns Highway.

As you know, this was not a routine approval, but took some effort on our part, working through Congressman Ullman's office and through the Federal Highway Administration.

We are most pleased that the Federal Government has been willing to reprogram these funds for Lake and Harney Counties.

With this and the Forest Service's performance on the Austin-Sumpter Highway, I feel that we have been quite fortunate in obtaining federal cooperation for rural highway needs in Eastern Oregon.

We appreciate your inquiries in the past about these projects.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

Enclosure

bc F. B. Klaboe
Alan Lightner
Pat Schwartz
Carl Williams

8761

2

November 7, 1977

The Honorable Dale White
Judge, Harney County Court
Courthouse
Burns, Oregon 97720

Dear Judge White:

Here is formal notification of approval from the Federal Highway Administration of the reallocation of Public Lands Highway Funds from Project FLH-1(8) to the Wagontire-Lake County Line Section project.

We appreciate your efforts in regard to this project, and am pleased to announce that our combined efforts have been successful.

We particularly appreciated your willingness to travel to Pendleton to make your presentation to the Oregon Transportation Commission and federal officials.

I have enjoyed my travels thus far in Harney and Lake Counties, and look forward to seeing you again perhaps in the Spring.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

Enclosure

bc Loren Kramer

Len Bergstein
Glenn L. Jackson
F. B. Klaboe
Alan Lightner

Pat Schwartz
Carl Williams

8761

9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

OCT 3 1 1977

Copy: Klaboe
11-8
(sv)

IN REPLY REFER TO:
HNG-10

Through: L E Lybecker
Mr. L. E. Lybecker
Regional Administrator
Portland, Oregon

Mr. G. L. Green G Green
Division Administrator
Salem, Oregon

Mr. Robert A. Burco
Director of Transportation
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Burco:

Thank you for your letter of October 12 regarding Oregon's request to shift Public Lands funds from a project to improve the North Unit, Pikes Ranch-Valley Falls section of the Lakeview-Burns Highway to the Wagontire-Lake County line section of the route.

I am pleased to let you know that we approved your request on October 26. As a result, $1,479,000 in Public Lands funds has been allocated for construction of the proposed Wagontire-Lake County line project.

We are providing additional information on our action through the normal channels. Please let me know if I can be of further assistance.

Sincerely yours,

JProvan for

J. R. Provan

For William M. Cox
Federal Highway Administrator

NOTED
F. B. KLABOE

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| Info | Inves | R/D | D/R | Sign | Act | File |
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NOV 8 1977
OFFICE
DIRECTOR of TRANSPORTATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

OCT 31 1977

IN REPLY REFER TO:
HNG-10

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

This is in reply to your letter of October 19 supporting Oregon's request for reallocation of Public Lands funds from the North Unit, Pikes Ranch-Valley Falls section of the Lakeview-Burns Highway to the Wagontire-Lake County line section of the route.

We are pleased to let you know that we approved the State's request on October 26. As a result, $1,479,000 in Public Lands funds has been allocated for construction of the proposed Wagontire-Lake County line project.

We understand that the State will be able to begin work in the near future. You may be assured that we will continue to cooperate fully with the Oregon Department of Transportation in the expeditious completion of the funded improvements.

Please let us know if we can be of further assistance.

Sincerely yours,

Original signed by
John R. Provan

for
William M. Cox
Federal Highway Administrator

AL ULLMAN
2D DISTRICT, OREGON

CHAIRMAN, COMMITTEE ON
WAYS AND MEANS
JOINT COMMITTEE ON
INTERNAL REVENUE TAXATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

October 19, 1977

Mr. William Cox, Administrator
Federal Highway Administration
400 Seventh St. S.W.
Washington, D.C. 20590

Dear Mr. Cox:

The state of Oregon has recently made reapplication for Public Lands Highway funds for improvements in the Lakeview-Burns highway.

An allocation originally made for widening and straightening our section of the highway has had to be sealed back in response to concerns about archaelogical findings outside the existing right-of-way. The state is now requesting that the cost difference be re-allocated to another section of the same highway, also on public lands, which is badly in need of reconstruction.

The section in question is on a main route, U.S. 395, used considerably in the transportation of livestock and other commodities. Improvements in a badly-distressed 10-mile stretch of the highway would provide continuity over a 53-mile section.

This reconstruction is a major Oregon transportation priority. Your favorable consideration of the re-allocation of Public Lands Highway funds is urged.

With best regards,

Sincerely,

Al Ullman

Al Ullman, M.C.

AU/jas

8761

2

October 12, 1977

Mr. William Cox
Federal Highway Administrator
Federal Highway Administration
400 Seventh Street, SW.
Washington, D. C. 20590

Dear Bill:

Reapplication of Public Lands Highway
Funds, Lakeview-Burns Highway

Here is the item that I mentioned regarding Federal Lands Highways in Oregon.

The original allocation for the project was $2 1/2 million, anticipating substantial widening and straightening of the highway segment.

Since questions were raised about archeological findings outside the existing right-of-way, the decision was made to go forward with a lessor-scale project within the existing right-of-way rather than enter into a lengthy archeological study of the surroundings.

Since the cost of the lessor-scale project is some $1.3 million less than the original project, we have been inquiring whether or not this funding could be reallocated to a project elsewhere on public lands on the same highway.

This is our formal request as submitted on Friday, October 7. I would appreciate any attention you might give to this.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fn

Enc.

cc Glen L. Green
Division Administrator

P.S. Here are some clippings
from your press conference and speech.

bc Bill Robertson
Legislative Assistant
to Congressman Al Ullman

Forrest Cooper
Lakeview, Oregon

F. B. Klaboe
Alan Lightner

ROBERT W. STRAUB
GOVERNOR

**Department of Transportation**

**TRANSPORTATION BUILDING, SALEM, OREGON 97310**

DATE: October 7, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

F B Klaboe

FROM: F. B. Klaboe
Chief of Operations

SUBJECT: Reapplication for Public Lands
Highway Funds

We were granted an allotment of public lands highway funds in the amount of $2,500,000 for the improvement of the North Unit, Pikes Ranch-Valley Falls Section on July 7, 1976. Bids for this project were received on September 29, 1977. We received a favorable bid which involve the obligation of $1,180,115 in federal lands highway funds. Your September 23, 1976 letter notified us of a reallocation of $266,563 in excess FY 1975 and 1976 Oregon FLH funds. This results in a balance of FLH funds allocated to Oregon of $1,586,448.

We hereby request that this amount of public lands highway funds be used for the improvement of the Wagontire-Lake County Line Section of the Lakeview-Burns Highway. Improvement of this section will provide a continuous 81 mile section of improved and upgraded highway through south-central Oregon. The Wagontire Section is estimated to cost $1,600,000 with FLH funds of $1,479,000.

If for some reason the Wagontire Section cannot be approved using these surplus funds, we would like to request approval to use the surplus funds on the South Unit, Pikes Ranch-Valley Falls Section of the Lakeview-Burns Highway. This is the section immediately south of the project for which bids were received on September 29. The estimated cost of this unit is $1,150,000 with FLH funds of $460,000. Construction of this unit would provide continuity through a 53 mile section of this highway.

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting very serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this reapplication for the two sections.

I. Wagontire-Lake County Line Section, Lakeview-Burns Highway, FLH 1(-).

1. The existing facility is substandard in horizontal alignment, roadbed width, travelway width and surface stability throughout.

    a. The roadbed is generally 22 feet in width.

    b. The travelway consists of an 18-foot bituminous surface 1.3 inches in depth on a 6-inch rock base.

    c. The gravel shoulders are generally 2 feet in width.

    d. The present average daily traffic is 300 vehicles with a 20-year projection of 500 vehicles. Trucks comprise approximately 11 percent of the traffic volume with 45 percent of the trucks being 5-axle rigs.

2. The section under consideration is from mile point 29.1 southerly six miles to mile point 35.1, which is 35.1 miles south of Riley. The south end of the project is adjacent to project FLH 1(B).

The standards proposed for the reconstruction of this section are as follows:

Roadbed width - - - - - - - - - - - 32 feet
Pavement width- - - - - - - - - - - 24 feet
Shoulders (Paved) width - - - - - 4 feet
Base- - - - - - - - - - - - - - - - 12 inch (aggregate grid rolled)
Leveling Course - - - - - - - - - - 2 inch (aggregate)
Wearing Surface - - - - - - - - - - 3 inch (A.C.)

The above design meets the minimum standards as set forth in the AASHTO "Geometric Design Standards for Highways Other than Freeways-1969". This design matches the travelway width of the adjacent section to the south which was constructed under Project FLH 1(B).

The design hour volume (DHV) is 40 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement:

   a. The section is on a "main route", U.S. 395, extending from the Canadian border north of Spokane, south to San Diego, a few miles north of the Mexican border. It is also the shortest route leading from a number of the larger places in southwestern Oregon and northern California to points in eastern Oregon, southern Idaho, Wyoming and Montana.

   b. The service rendered is almost entirely service to through traffic, as the area through which the section passes is very sparsely settled; therefore, it generates no considerable part of the total traffic.

   c. The section is used considerably in the transportation of livestock, this movement occurring principally in the fall and spring months when cattle are being moved between the summer range areas and the winter feed lots. Other commodities transported over the section are lumber, livestock feed, machinery and miscellaneous supplies.

   d. This section of the highway has recurring surface failures thoughout and is showing increasing signs of distress. These conditions can only be corrected by reconstruction of the section to the standards set forth above.

   e. According to adopted standards for secondary highways, the present traffic justifies improvements to the standards proposed.

   f. State, local or federal funds, other than Federal Lands Highway funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populous areas.

A sketch map is attached (four copies) showing the section of the highway, in red, proposed for improvement.

II. S. Unit, Pikes Ranch-Valley Falls Section, Lakeview-Burns Highway, FLH 1(-).

1. The existing facility is substandard in horizontal alignment, roadbed width, travelway width and surface stability throughout.

   a. The roadbed is generally 24 feet in width.

   b. The travelway consists of a 20-foot bituminous surface 3/4-inch in depth on a 6-inch rock base.

   c. The gravel shoulders are generally 2 feet in width.

   d. The present average daily traffic is 280 vehicles with a 20-year projection of 470 vehicles. Trucks comprise approximately 13 percent of the traffic volume with 45 percent of the trucks being 5-axle rigs.

2. The section under consideration is from the south end of Project FLH-1(8) at mile point 81.4 southerly 8.6 miles to mile point 90.0, which is at Valley Falls.

   The standards proposed for the reconstruction of this section are as follows:

   Roadbed Width - - - - - - - - - - - - - 44 feet
   Pavement Width- - - - - - - - - - - - - 24 feet
   Shoulders (paved) Width - - - - - - - 4 feet

   Base - - - - - - - - - - - - - - - - - - 12 inch (aggregate grid rolled)
   Leveling Course - - - - - - - - - - - - 2 inch (aggregate)
   Wearing Surface - - - - - - - - - - - - 3 inch (Cold Mix A.C.)

   The above design meets the minimum standards as set forth in the AASHTO "Geometric Design Standards for Highways Other than Freeways - 1969". This design matches the travelway width of the adjacent section to the north which is being constructed under Project FLH-1(8).

   The design hour volume (DHV) is 40 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement.

a. The section is on a "main route", US 395, extending from the Canadian border north of Spokane, south to San Diego, a few miles north of the Mexican border. It is also the shortest route leading from a number of the larger places in southwestern Oregon and northern California to points in eastern Oregon, southern Idaho, Wyoming and Montana.

b. The service rendered is almost entirely service to through traffic, as the area through which the section passes is very sparsely settled; therefore, it generates no considerable part of the total traffic.

c. The section is used considerably in the transportation of livestock, this movement occurring principally in the fall and spring months when cattle are being moved between the summer range areas and the winter feed lots. Other commodities transported over the section are lumber, livestock feed, machinery and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout and is showing increasing signs of distress. The conditions can only be corrected by reconstruction of the section to the standards set forth above.

e. According to adopted standards for secondary highways, the present traffic justifies improvements to the standards proposed. The present average daily traffic is 280 vehicles (DHV of 40) for the section.

f. No state, local or federal funds, other than Federal Lands Highway Funds, are available or expected to be available soon in amount sufficient to finance construction of this section due to the need and greater demand for such funds on highways in more populace areas.

A sketch map is attached (4 copies) showing the section of the highway, in red, proposed for improvement.

Our reapplication for Public Lands funds will be supplemented with the necessary State and F
Primary funds to give the proposed projects continuity. A summary of the lengths and costs
two sections follows:

| | | | M.P. to | | Length | | | Funds (1,0 | |
|---|---|---|---|---|---|---|---|---|---|
| | Section | Highway | M.P. | FLH | State | Total | FLH | State | F |
| I. | Wagontire-Lake Co. Line | Lakeview-Burns FAP 49 | 29.1-35.1 | 5.6 | 0.4 | 6.0 | 1479 | 18 | 1 |
| II. | S. Unit Pikes Ranch-Valley Falls | Lakeview-Burns FAP 49 | 81.4-90.0 | 3.4 | 5.2 | 8.6 | 460 | 98 | 59 |

Public Lands funds will be supplemented with the necessary State and Federal Aid
the proposed projects continuity. A summary of the lengths and costs for the

| Highway | M.P. to M.P. | Length<br>FLH | <br>State | <br>Total | Funds (1,000)<br>FLH | <br>State | <br>FAP | <br>Total |
|---|---|---|---|---|---|---|---|---|
| Lakeview-Burns FAP 49 | 29.1-35.1 | 5.6 | 0.4 | 6.0 | 1479 | 18 | 103 | 1,600 |
| Lakeview-Burns FAP 49 | 81.4-90.0 | 3.4 | 5.2 | 8.6 | 460 | 98 | 592 | 1,150 |

We anticipate that either of these projects could be advertised for contracting in 1978. The location work is progressing satisfactorily. Environmental assessments will be prepared for both sections. It is anticipated that because they are located in a remote area of the state, the assessments will be classified as nonmajor, requiring no further environmental statements.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway funds and we request the reallocation in the amounts listed be made to Oregon from the surplus funds.

Attachments

# Bridge engineers judge structures during seminar

By RITA HASENBERG
Daily Journal of Commerce staff

Pacific Northwest bridge engineers received praise from a federal highway administrator at the closing session of the Northwest Bridge Engineers Seminar Thursday.

William M. Cox, administrator with the federal Department of Transportation, said several bridges in the region have received merit awards, and some, such as the floating bridges in adjacent Washington and the cable-stayed bridge in Sitka, Alaska, have been "firsts" in bridge technology.

Current projects of special interest include the Pasco - Kennewick Bridge in Washington, which will be the first major cable-stayed structure in the United States to use segmentally constructed pre-stressed concrete.

The first polymer concrete overlay to resist salt intrusion of bridge deck surfaces, was recently completed on the Crooked River Bridge in Prineville.

The Oregon Department of Transportation started the project after several months of planning and three years of polymer concrete development and testing.

Yakima County, Wash., will begin construction of a span which involves polymer impregnation of precast girders soon. The girders will be fabricated in Portland.

"The Washington State Highway Commission was the second agency to use internally sealed concrete on a newly - constructed bridge," said Cox. "This process uses wax beads mixed in with the concrete. Once the concrete is cured, the surface is heated to melt the wax beads, thus closing the pore structure and preventing salt penetration."

Deterioration of bridge decks due to salt used since the "bare roads" policies were formed was seen in the early 1970s as the most pressing problem in highway construc-

(Continued on Page 2, Col. 6)

## Bridge engineers judge structures

(Continued from Page 1)

tion and maintenance, the administrator said.

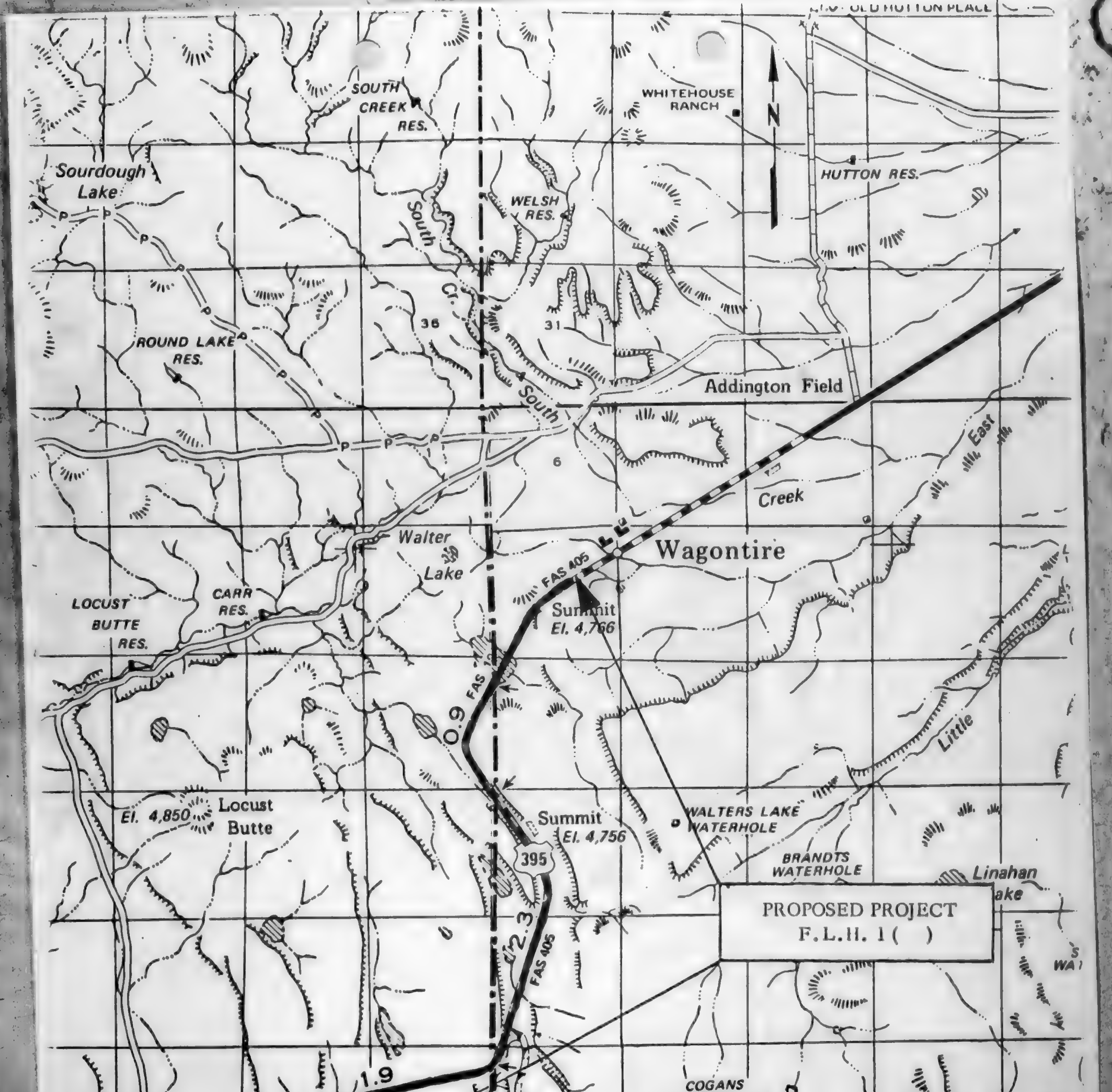
Most state highway departments have a commitment to keep main roads open during winter weather, usually through use of road salt. Deterioration begins when salt penetrates concrete, then begins a corrosion process on the reinforced steel.

Rust formed has a volume some 10 times greater than that of the original steel and delamination or splitting of the concrete bridge deck occurs.

The problem is "serious in 44 states," Cox said. Rehabilitation and maintenance costs for the most seriously affected structures have been estimated at $100 million a year.

Researchers have developed several methods since 1970 to avoid salt intrusion, including the polymer concretes; concretes with low water - cement ratios and relatively high density; epoxy - coated reinforcement bars which are highly resistant to corrosion; and a cathodic protection system that can be used on salt-contaminated bridges to halt deterioration of reinforcement bars.

Other recent developments include a corrosion detection device and a delamination detector.


OLD HUTTON PLACE
WHITEHOUSE RANCH
N
HUTTON RES.
SOUTH CREEK RES.
Sourdough Lake
WELSH RES.
South Cr.
ROUND LAKE RES.
36
31
South
Addington Field
6
East
Creek
Walter Lake
Wagontire
FAS 405
LOCUST BUTTE RES.
CARR RES.
Summit El. 4,766
FAS
0.9
Little
Summit El. 4,756
El. 4,850
Locust Butte
WALTERS LAKE WATERHOLE
BRANDTS WATERHOLE
Linahan Lake
395
2.3
FAS 405
PROPOSED PROJECT
F.L.H. 1( )
1.9
36
31
COGANS WATERHOLE
MATCH LINE
MATCH LINE
0.6
R23E
R24E
SHEET 7
SCALE 1 : 62500
1
0
1
2
3
4 MILES

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

# RILEY - VALLEY FALLS SECTION

## LAKEVIEW-BURNS HIGHWAY

LAKE AND HARNEY COUNTIES

## PROJECT NO. FLH 1

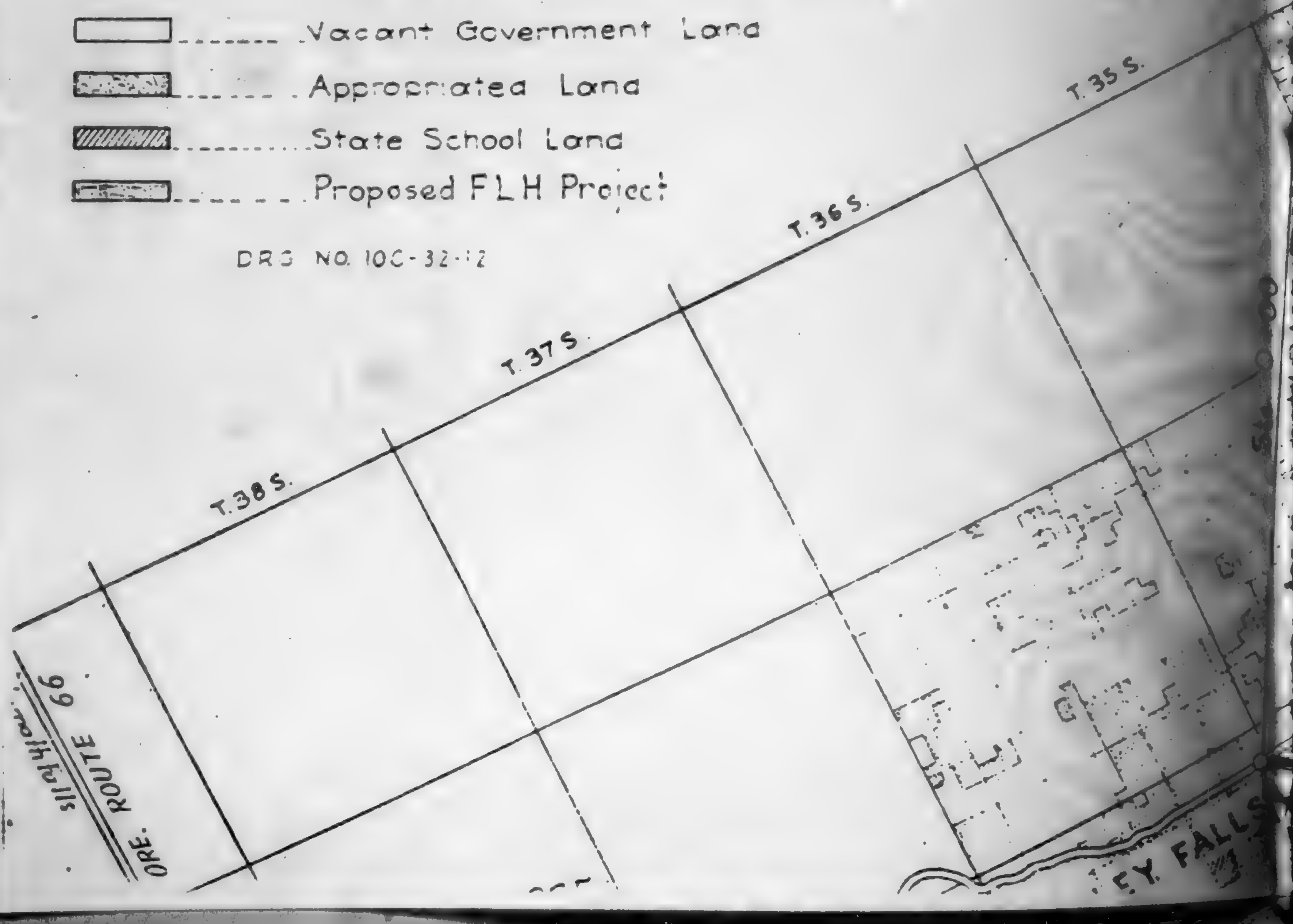
Scale: 1" = 3 Mi.

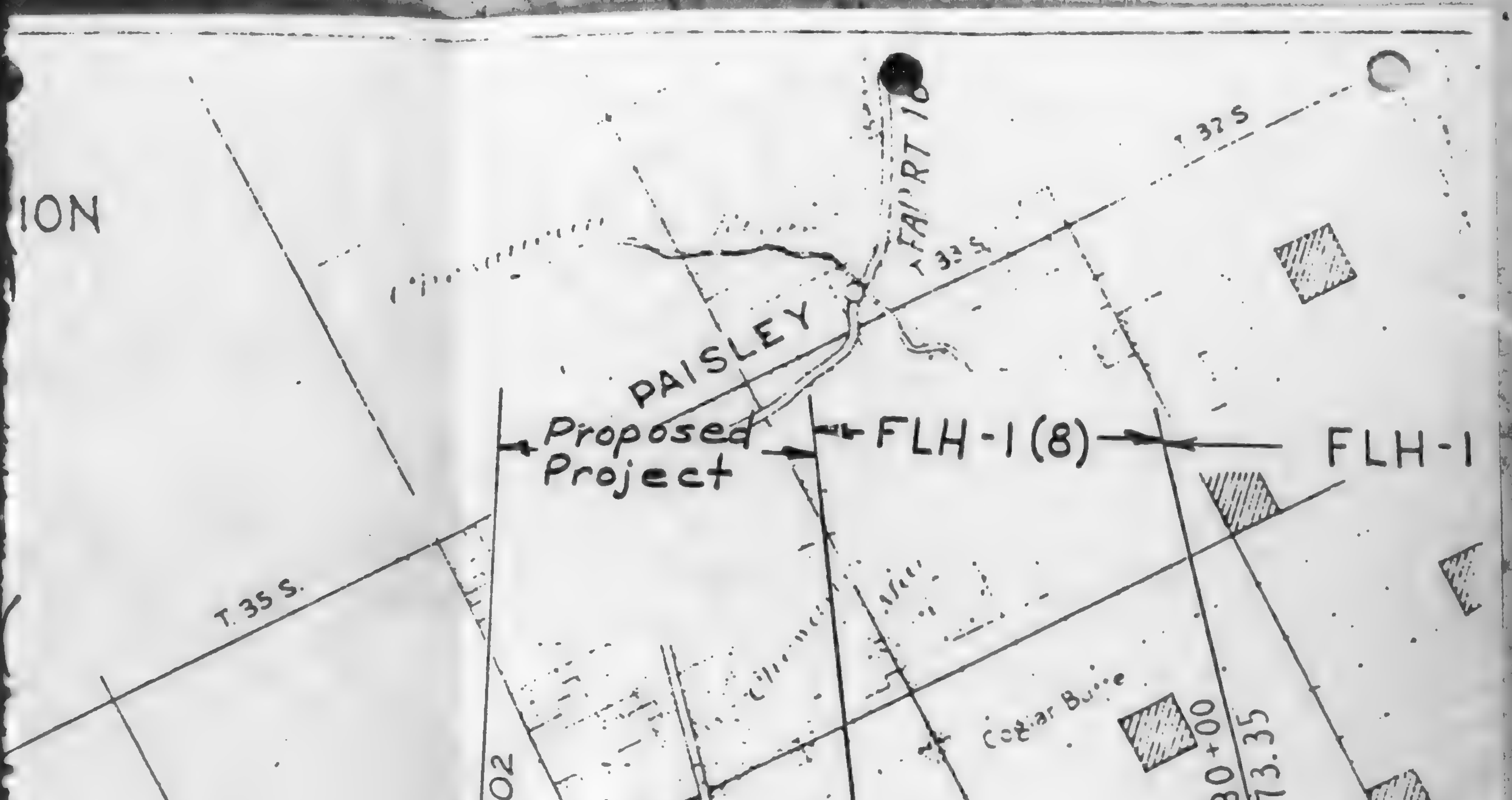
~~Sept., 1956~~
April, 1976

### LEGEND

☐ ........ Vacant Government Land
▨ ........ Appropriated Land
▨ ........ State School Land
▭ ........ Proposed FLH Project

DRG. NO. 10C-32-12


T. 35 S.
T. 36 S.
T. 37 S.
T. 38 S.
ORE. ROUTE 66
EY. FALLS


ION
FAP RT 18
T 32 S
T 33 S
PAISLEY
Proposed Project
FLH-1(8)
FLH-1
T. 35 S.
Cougar Butte
The Narrows
Sta. 0+00
M.P 90.02
ORE. ROUTE 31
Sta. 461+00
M.P. 81.35
Sta. 880+00
MP 73.35
LAKE ABERT
FAS RT. 19-001
EY FALLS
R.m

October 10, 1977

Mr. Forrest Cooper
Attorney at Law
36 "G" Street
Lakeview, Oregon 97630

Dear Mr. Cooper:

Thank you for your letter of September 12 regarding the Lakeview-Burns Highway.

I have waited until this time to respond to hear the results of several conversations that I have had with the Federal Highway Administration and Congressman Ullman's office.

As recently as Thursday, I spoke with William Cox, the Federal Highway Administrator from Washington, D. C., during his visit to Oregon. We have every reason to believe that funding can be obtained for an additional project on the Lakeview-Burns Highway, either in the fiscal year just completed or the year just begun, October 1.

The Oregon Transportation Commission will be most pleased to hear from you and Judge Dale White of Harney County regarding your desires for funding of such a project. While I cannot assure it, it may be possible to announce some success in this office by the Pendleton Commission meeting. Whatever the results regarding funding in Fiscal Year 1977, I feel quite confident that we will be able to obtain funding for additional work on this highway during the next construction season.

It would be quite beneficial to both ourselves and the Federal Highway Administration to hear your presentation at our formal Commission meeting on October 18. I have asked Glen Green, Division Administrator of the Federal Highway Administration for Oregon, to make a presentation to the Commission on that date, so that we can all understand the nature of this program.

The details of the Commission meeting and its preceding dinner are as follows:

The Commission will meet with local elected officials from the region at a no-host social hour and dinner beginning at 6:30 p.m., Monday, October 17, at the Indian Hills Motor Inn in Pendleton. The formal Commission meeting will begin at 10 a.m., Tuesday, October 18, in the Pendleton City Council Chambers.

Thank you for your interest in this issue and for your willingness to participate with us in our Commission meeting.

Sincerely,

Robert A. Burco
Director of Transportation

RAB:fm

cc Judge Dale White
Harney County Court

George E. Carlon, Chairman
Lake County Board of Commissioners

Glen L. Green, Division Administrator
Federal Highway Administration

Senator Robert Smith
Burns, Oregon

Representative Denny Jones
Ontario, Oregon

Bill Robertson, Legislative Assistant
to Congressman Al Ullman

bc F. B. Klaboe
L. W. Rulien
Scott Coulter
D. H. Moehring
Carl Williams
Pat Schwartz
George Bell
Cecil Head
Alan Lightner

TELEPHONE
AREA CODE (503) 947-2255

FORREST E. COOPER
35 G STREET SOUTH
LAKEVIEW, OREGON 97630

September 12, 1977

Mr. Robert A. Burco, Director
State Transportation Commission
135 State Highway Building
Salem, Oregon 97310

Re: Lakeview-Burns Highway (US 395)

Dear Mr. Burco:

The Board of County Commissioners of Lake County have informed me that as a result of your visit to Lakeview this week that they have made arrangements to have presented before the Commission the proposal that that portion of the Federal Lands highway money which was allocated to the reconstruction of the east side of the Abert Lake section of the above highway but which is not to be spent there, be allocated to the reconstruction of this highway running westward from the Wagon Tire Service Station thereby taking out that roller coaster section.

The commissioners have asked me to be present at the October meeting in Pendleton and present this matter on their behalf. I would appreciate it very much if you will inform me as to the time and place of the meeting and give me a definite appointment time, if that be possible, because I will either fly into Pendleton on the air line from Klamath Falls via Portland or I will fly direct from Lakeview, depending upon the weather.

The commissioners have informed me that County Judge Dale White of Harney County desires to be present and join in this suggestion. I am therefore sending him a copy of this letter and I would appreciate it if you will likewise inform him of the agenda, etcetera.

It is my understanding that on or about August 1, 1976 that approximately two million seven hundred thousand dollars' of federal funds were allocated to this east side of Abert Lake reconstruction job but that the specs for the contract for which bids will be let on September 29 as estimated by your engineers, will consume about one million seven hundred thousand dollars of this money leaving approximately one million dollars that can be spent up on the stretch of the same highway mentioned above and which we understand to be federal lands as well and thereby eligible for the utilization of this overplus.

The question naturally arises in my mind as to whether or not the federal agency concerned, which I still designate under the old name of the "Bureau of Public Roads" should not also be alerted at this time that this request is going to be made because when your agency opens its bids on September 29 and should as a result thereof let a contract and estimate how much will be needed to pay the bill, we would not want that agency to start planning to allocate this expected surplus either elsewhere in the state or to some other state. Can you take care of this matter for us? If you cannot, please let me know by return mail what steps, if any, the county officials in these two counties can take in that direction.

Yours very truly,

Forrest E. Cooper

FEC:gl
cc: Hon. Dale White
cc: Lake County Board of Commissioners

RECEIVED
SEP 16 1977
OFFICE
DIRECTOR of TRANSPORTATION

8761

**STATE OF OREGON**

**INTEROFFICE MEMO**

2 I

**DIRECTOR'S FILE**

TO: Memo to File

DATE: September 30, 1977

FROM: Robert A. Burco
Director of Transportation

Robert A. Burco

SUBJECT: Lakeview-Burns Highway

I talked to Fred Klaboe on September 29 and Glen Green today on the Lakeview Highway and the policies of FHWA on federal lands highways.

I asked Glen Green to prepare a briefing for the Commission meeting in Pendleton on this program and suggested that I would be making some efforts through our congressional delegation to see that at least the first two priorities for Fiscal 1978 are funded because of the substantial underrun on the Lake Abert project.

I expect to write Al Ullman's office next week and to prepare some information for the Commission after hearing a presentation from Lake and Harney Counties.

cc F. B. Klaboe
George Bell
Larry Rulien
Alan Lightner

RAB:fn

FN has background material in Pendleton
OTC file

81-125-1307

2761

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 15, 1977
Salem, OR 97310

FILE:

NOTED
E. S. HUNTER

FROM: Pieter Dykman
Research Coordinator

SUBJECT: Status of Cultural Resource Surveys - FLH jobs

TO: Memo to File

1. Jackson Cr.-McDermitt - No survey needed; work is overlay only.
2. Wagontire - Lake Co. Line - Survey completed; one large site needs salvage. Some project plans available.
3. Beede Reservoir - Drinkwater Pass - No plans available yet; may need to do strip survey, 120 feet right and left of centerline.
4. Fossil Cr. - Bone Cr. - Survey complete; project being modified, may need additional survey.
5. Crooked Cr. - Flight Strip Sec. - No plans available yet; may need to do a strip survey, 80 feet right and left of centerline.
6. So. Unit - Pikes Ranch - Valley Falls - Location survey partially completed; some parts will have to be done as a strip survey.

PTD:cjh

cc: Gary Potter
E. S. Hunter ✓
F. E. Terpin
L. W. Rulien

RECEIVED
TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR

| Info | Inves | R/D | W/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

8761

8

FORM 81.7.14.3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 10, 1976

FILE:

**FROM:** Frank E. Terpin
Location Engineer

**SUBJECT:** FLH Projects

**TO:** C.M. Williams
Region 4 Engineer

NOTED
E. S. HUNTER

The attached copy of letter with Mr. Hunter's note indicates we are going to request FLH funding for South Unit, Riley-Wagontire and Wagontire-Lake County Line on the Lakeview-Burns Highway. A survey of sorts was completed on these sections last year. The construction problems resulting from this type of survey became apparent during construction. The field data should be updated and expanded to correct the deficiencies in the previous survey.

complete file in acc 9-5 SP.

The A-95 and assessment has been prepared and approved for the entire section; therefore, a survey authorization is all that will be required for programming preliminary engineering under a Major Class 19 survey. Early submittal will be appreciated.

An archeological reconnaissance should be initiated in the near future in order that this factor can be considered in reworking the location survey.

The original assessment indicated a negative declaration would be required. By approval letter dated December 31, 1974, this was modified to non-major which requires an assessment only (copy attached). Verification of this status should be made at an early date.

Please take appropriate action.

GCW:jp
Attach
cc E.S. Hunter
Gary Potter
L.W. Rulien
J.B. Boyd

RECEIVED
STATE HWY ENGR
AUG 11 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

August 3, 1976

SUBJECT: FLH Projects

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

As per Mr. Coulter's note, attached is a list of projects which could be considered for programming with FLH funds. From that listing the following are recommended:

Fossil Creek-Bone Creek on the John Day Highway which is replacement of two timber structures and reconstruction of the highway on minor alignment change. Length, 0.8 mile; cost about $500,000. Survey is complete.

✓ South Unit, Riley-Wagontire and Wagontire to Lake County Line on the Lakeview-Burns Highway. This is the gap between the N. Unit completed this summer and the work completed south of the Lake County line some years ago. No structures are involved. Minor alignment changes in horizontal alignment would be required as well as some correction in vertical alignment to get stopping and passing sight distance. Length, 19.6 miles; cost, $2,500,000. Survey could be completed by January 1977, right of way from private and BLM will be required. Approximately half the project would be eligible for FLH funds.

Att.

GCW:mc

Wills

RECEIVED
STATE HWY ENGR
AUG 3 '76
REFER TO
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

RECEIVED
AUG 4 1976
LOCATION
SECTION

cc [illegible]
Terpin

O.K.
Make Program request
and finish projects so
as to be ready for funds

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 31, 1974

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien LWRulien
Project Management Engineer

Sinclair - send copies to all original recipients
R

SUBJECT Reclassification of Projects According to Chapter I of Title 23 CRF, Part 771 (New Federal Regulations Concerning Environmental Impact and Related Statements, etc.)

In accordance with your request and after consultation with members of your staff, the following list of reclassified projects recommending type of action (major/non-major) and appropriate environmental statement, is submitted for your concurrence:

| PROJECT NAME | NEW CLASS | DOCUMENT |
|---|---|---|
| NE 70th Ave.-NE 80th Ave. Halsey | Non-major | None Required |
| Portland Area Signals | Non-major | None Required |
| SE Reedway-Milwaukie | Major/significant | EIS |
| Allen Avenue Interchange | Major/significant | EIS |
| Denny Road Interchange | Major/non-significant | Neg. Dec. |
| Scholls-Kinton | Non-major | None Required |
| Scappoose Section ✓ | Major/significant | EIS |
| SW Hunziker-Upper Boones Ferry | Major/significant | EIS |
| Alsea Mt.-Hide Creek | Major/non-significant | Neg. Dec. |
| Astoria-Camp Rilea (S. Unit) | Major/significant | EIS |
| Cannon Beach Jct. Intersection | Major/significant | EIS |
| Pioneer Mt.-Hayes Creek | Major/significant | EIS |
| Airport Rd. (25th St)-Lancaster | Major/non-significant | Neg. Dec. |
| Neawanna Cr. (Sundquist) Bridge | Non-major | None Required |

| PROJECT NAME | NEW CLASS | DOCUMENT |
|---|---|---|
| Coast Range Summit-Burnt Woods | Major/non-significant | Neg. Dec. |
| Blodgett-Wren | Non-major | None Required |
| Four Corners-Woodburn | Non-major | None Required |
| Price Road-Goldfish Farm Road | Major/non-significant | Neg. Dec. |
| Jct. City-Enid Station (Airport Rd) | Major/non-significant | Neg. Dec. |
| Cabin Creek SRA | Non-major | None Required |
| Barnett Road (TOPICS) | Non-major | None Required |
| Hampton-Lake County Line | Non-major | None Required |
| Riley-Lake County Line (Wagontire) | Non-major | None Required |
| Benson Creek-Olds Ferry Intchge. | Non-major | None Required |
| Malheur River Bridge | Non-major | None Required |
| Spray-Kimberly Section | Non-major | None Required |
| Sage Hen Hill-Hines Section | Non-major | None Required |
| Hilgard-La Grande | Non-major | None Required |
| Lawen Section | Non-major | None Required |
| Jordan Valley-Jordan Creek | Non-major | None Required |
| Powder River Sect. (Chandler Inn) | Non-major | None Required |
| Stewart Parkway-Troost St. T-5026(4) | Non-major | None Required |
| Orchard Dr.-Washington St. T-5009(-) | Non-major | None Required |

Endorsement to Oregon State Highway Division

CONCUR ______________________ DATE 1/6/75
for Division Engineer

cc: E. S. Hunter
R. L. Schroeder
G. A. Potter
J. H. Versteeg
Victor D. Wolfe
W. J. Hart
Region Engineers

RECEIVED
JAN 7 1975
PROJECT MANAGEMENT SECTION

8762 Grandview Dr. & Wimer St. 1978
Sec. in Ashland
(Grading & paving)

C&R 5821 9-13-76 3-9-77

8762

# HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139033

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE 3/29/84

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 2717

CODE ASHLAND

CITY OF ASHLAND
CITY HALL
ASHLAND OR 97520

| PREFIX | FUNC | SUB FUNC | OBJECT | P/N GROUP | AMOUNT |
|---|---|---|---|---|---|
| | 324 | 02 | | | 4,071.45 |
| 315-1094 | 296 | 00 | 000 | | 4,071.45 |
| 315-1094 | 295 | 00 | 000 | | (4,071.45) |

| DESCRIPTION | TOTAL PRICE |
|---|---|
| FINAL SETTLEMENT ON M-3920(1) & M-3920(2), GRANDVIEW DR-CHESTNUT ST, AGREEMENT #5821. | |
| TOTAL PROJECT COST | 321,701.49 |
| LESS: ADVANCE DEPOSIT | (22,200.00) |
| LESS: FHWA PARTICIPATION | (271,214.55) |
| LESS: STATE SHARE OF PROJECT COST | (24,215.49) |
| AMOUNT DUE FROM CITY | 4,071.45 |

↑ FOLD

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAR 30 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
GARY ZEHNER PH 378-6011 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA PH 378-5035 PREPARER OF INVOICE

4-1150 (7-81)

8762

OREGON STATE HIGHWAY DIVISI

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3-5-84

CITY: ASHLAND AGREEMENT NO: 5821 PROJECT NO: M-3920(1)(2)

CONTRACT NO: 8762 SECTION: Grandview Dr.-Chestnut St.

PRELIMINARY ENGINEERING (Prefix No. 315-1938):

| | |
|---|---|
| R/W Appraisals | $ 101.04 |
| Project Manager | 13,337.25 |
| Final Design | 6,704.48 |
| Bridge Design | 1,319.93 |
| R/W Descriptions | 892.21 |
| Soils & Geology | 58.40 |
| R/W Liaison & Relocation | 1,214.87 |
| Utility Liaison | 700.44 |
| Project Management | 50.00 |
| Specifications | 1,426.33 |
| Environmental | 126.32 |
| Other Engineering | 4.90 |
| Field R/W Agents | 1.95 |
| Employee Training | 127.14 |
| TOTAL PE COST | $26,065.26 |
| Less Federal Funds | (22,209.20) |
| Less Non-Participating Project Manager Costs | (180.41) |
| AMOUNT TO BE SHARED | $ 3,675.65 |

State Share: 50% of $3,675.65 = $1,837.83

City Share: (50% of $3,675.65) + $180.41 = $2,018.23

RIGHT OF WAY (Prefix No. 315-2519):

| | |
|---|---|
| Net Cost of Land | $ 5,375.00 |
| Cost of Buildings & Equipment | 225.00 |
| Appraisal | 2,130.06 |
| Miscellaneous R/W Costs | 44.16 |
| Title Cost & Recording Fees | 692.63 |
| Negotiation Expense | 4,030.70 |
| Relocation Computation | 13.40 |
| Program Section | 85.84 |
| Engineering-R/W Unit | 702.86 |
| Employee Training | 420.00 |
| TOTAL R/W COST | $ 13,719.65 |
| Less Federal Funds | (11,700.62) |
| Less Non-Participating Engineering-R/W Unit | (82.56) |
| AMOUNT TO BE SHARED | $ 1,936.47 |

State Share: 50% of $1,936.47 = $968.24

City Share: (50% of $1,936.47) + $82.56 = $1,050.79

CONSTRUCTION (Prefix No. 315-1094):

| | |
|---|---|
| Payment to Contractor | $242,232.96 |
| Credit for Liquidated Damages | (1,300.00) |
| Interest on Final Payment | 0.15 |
| SFO #2 Seed Road Approach Slopes | 45.64 |
| Construction Engineering | 40,725.76 |
| Program Section | 23.24 |
| Employee Training | 162.50 |

| | | |
|---|---|---|
| EEO Monitoring Expense | | 26.33 |
| TOTAL CONST. COST | | $281,916.58 |
| Less Federal Funds | | (237,304.73) |
| Less Non-Participating Costs: | | |
| Payment to Contractor | $1,798.07 | |
| Credit for Liquidated Damages | (5.20) | |
| Interest on Final Payments | 0.15 | |
| Construction Engineering | 3,544.62 | (5,337.64) |
| AMOUNT TO BE SHARED | | $ 39,274.21 |

State Share: 50% of ($39,274.21 + $3,544.62) = $21,409.42
City Share: 50% of $39,274.21 + ($5,337.64 - $1,772.31) = $23,202.43

SUMMARY:

| | |
|---|---|
| City Share of Cost: | |
| Preliminary Engineering | $ 2,018.23 |
| Right-of-Way | 1,050.79 |
| Construction | 23,202.43 |
| TOTAL CITY SHARE | $ 26,271.45 |
| Less City Advance Deposits: | |
| Preliminary Engineering | $ (680.00) |
| Right-of-Way | (520.00) |
| Construction | (21,000.00) |
| AMOUNT DUE FROM CITY | $ 4,071.45 |

GEZ:pf

8762 5-2-83 315-2519

(ORIGINAL)

| | |
|---|---|
| FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966<br>U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION<br>**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED** | STATE VOUCHER NO.<br>FHWA VOUCHER NO. |
| APPROPRIATION | FHWA SCHEDULE NO. |
| THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*<br>Treasurer of the State of Oregon | PAID BY |
| ADDRESS<br>Capitol Bldg.<br>Salem, OR 97310 | *(For use of Paying Office)* |

| | | | |
|---|---|---|---|
| STATE<br>Oregon | | VOUCHER TYPE *(Check Appropriate Block)* | |
| | | ☐ CURRENT BILLING | |
| VOUCHER PERIOD | FROM 10/19/77 | ☐ OTHER PROGRESS | FEDERAL AID PROJECT NO.<br>M-3920(2) |
| | TO 2/28/83 | ☒ FINAL VOUCHER (*) | |

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $13,680.37 | $13,637.09 | 85.80% | $11,700.62 | $11,700.62 | $ 0.00 |

*I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.*

| STATE HIGHWAY AGENCY | DATE | SIGNATURE OF AUTHORIZED OFFICIAL |
|---|---|---|
| Oregon | 5/2/83 | Controller |

*I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly*

[illegible] SECTION
MANAGER ______ PROJECT UNIT ______
JUL 28 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

SIGNATURE OF FHWA REPRESENTATIVE
*(SIGN ORIGINAL ONLY)*

DATE APPROVED

| | |
|---|---|
| AMOUNT SUBMITTED | $ 0.00 |
| ADJUSTMENTS | |
| AMOUNT APPROVED | |

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Grandview Dr.-Chestnut St. (Ashland)<br>Jackson County | | | | | |
| | Type Code ROWA | | | | | |
| | Right of Way (Sta. 86+00 To Sta. 100+00) | | | | | |
| | Right of Way | All Required | | | $ 5,600.00 | |
| | Total R/W Cost | | | | $ 5,600.00 | |
| | Acquisition Expense | | | | | |
| | State | All Required | | | 8,037.09 | |
| | Total Participating Project Cost | | | | $13,637.09 | |
| | Nonparticipating Items | | | | | |
| | Acquisition Expense | All Required | | | 43.28 | |
| | Total Cost | | | | $13,680.37 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 5/5/83. | | | | | |
| | Participating costs are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Rightof Way Engineer. | | | | | |
| | Revised ROWA plans approved by FHWA 4/22/83. | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

```
E JOB COST SUMMARY                                                        JULY 1982
                                                                               FISCAL
 OF JOB OR DEPARTMENT          PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE
                                           ** JOB TOTALS **                **

                              315   1917    295        00
                              315   1917    296        00
                                            TOT        00
                                           ** JOB TOTALS **                **

                              315   1918    296        00 N 9
                              315   1918    299        00 N 9
                                           ** JOB TOTALS **                **

GRANDVIEW DR ASHLAND CONT NO        * FA PROJ NOS M    920001 100
                              315   1938    295        00 N 9  Transfer of City Funds
                              315   1938    296        00 N 9  Transfer of State Funds
                              315   1938    298        00 N 9  Transfer .of Fed. Funds
                              315   1938    407        00 P 1  Appraisals R/W
                              315   1938    901        00 P 1  Resident Engineer (survey)
                              315   1938    901        00 N 1  Resident Engineer (survey)
                              315   1938    905        00 P 1  Final Design
                              315   1938    906        00 P 1  Bridge Design
                              315   1938    909        00 P 1  R/W Descriptions
                              315   1938    910        00 P 1  Soils & Geology
                              315   1938    913        00 P 1  R/W Liaison & Relocation
                              315   1938    914        00 P 1  Utility Liaison
                              315   1938    920        00 P 1  Project Management
                              315   1938    921        00 P 1  Specifications
                              315   1938    923        00 P 1  Environmental
                              315   1938    930        00 P 1  Other Engineering
                              315   1938    931        00 P 1  Field R/W Agents
                              315   1938    950        00 P 1  Employee Training
                                            TOT        P1
                                            TOT        N1
                                           ** JOB TOTALS **                **

 RD-SPRING ST MEDFRD CONT NO        * FA PROJ NOS M    471001 100
                              315   1946    295        00 N 9          445.97          445.
                              315   1946    296        00 N 9          445.97CR        445.
                              315   1946    298        00 N 9
                              315   1946    901        00 P 1
                              315   1946    905        00 P 1
                              315   1946    911        00 P 1
                              315   1946    914        00 P 1
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                                          JULY 1982          PAGE  671

                                           FISCAL            GRAND TOTAL
       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE          TO DATE
                                   **                **                  **
    ** JOB TOTALS **
                                                              24.34
7     295      00                                             24.34CR
7     296      00
      TOT      00                                                        **
    ** JOB TOTALS **               **                **
                                                              435.44CR
18    296      00 N 9                                         435.44
18    299      00 N 9                                                    **
    ** JOB TOTALS **               **                **

                                                                    STATE
 * FA PROJ NOS M    920001 100                               17,800.00
38    295      00 N 9  Transfer of City Funds                40,009.20CR
38    296      00 N 9  Transfer of State Funds               22,209.20
38    298      00 N 9  Transfer of Fed. Funds                   101.04 ✓
38    407      00 P 1  Appraisals R/W                        13,156.84 ✓
38    901      00 P 1  Resident Engineer (survey)               180.41 ✓
38    901      00 N 1  Resident Engineer (survey)             6,704.48 ✓
38    905      00 P 1  Final Design                           1,319.93 ✓
38    906      00 P 1  Bridge Design                            892.21 ✓
938   909      00 P 1  R/W Descriptions                          58.40 ✓
38    910      00 P 1  Soils & Geology                        1,214.87 ✓
38    913      00 P 1  R/W Liaison & Relocation                 700.44 ✓
38    914      00 P 1  Utility Liaison                           50.00 ✓
938   920      00 P 1  Project Management                     1,426.33 ✓
938   921      00 P 1  Specifications                           126.32 ✓
38    923      00 P 1  Environmental                              4.90
938   930      00 P 1  Other Engineering                          1.95
938   931      00 P 1  Field R/W Agents                         127.14
938   950      00 P 1  Employee Training                     25,884.85
      TOT      P1                                               180.41
      TOT      N1                  **                **      26,065.26   **
    ** JOB TOTALS **

                                                                    STATE
 * FA PROJ NOS M    471001 100                                  445.97
946   295      00 N 9     445.97             445.97           5,782.76CR
946   296      00 N 9     445.97CR           '145.97CR         5,336.79
946   298      00 N 9                                           194.72
946   901      00 P 1                                           143.69
946   905      00 P 1                                         4,961.93
946   911      00 P 1                                           138.38
946   914      00 P 1
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|  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|
|  | 309 | 2507 | 414 | 00 | P 1 | .05CR | 40.40 |  |
|  | 309 | 2507 | 903 | 00 | P 1 |  | 18,025.00 |  |
|  | 309 | 2507 | 915 | 00 | P 1 | .39CR | 346.79 |  |
|  | 309 | 2507 | 920 | 00 | P 1 | .02CR | 16.93 |  |
|  | 309 | 2507 | 930 | 00 | P 1 | .03CR | 345.43 |  |
|  |  |  | TOT |  | P1 | .49CR | 18,774.55 |  |
|  |  |  | ** JOB TOTALS ** |  |  | .49CR** | 18,774.55 | ** |
|  | CONT NO |  | FA PROJ NOS |  |  |  |  |  |
|  | 315 | 2515 | 296 | 00 | N 9 |  |  |  |
|  | 315 | 2515 | 299 | 00 | N 9 |  |  |  |
|  |  |  | ** JOB TOTALS ** |  |  | ** |  | ** |
| WIMER ST, ASHLAND | CONT NO | * FA PROJ NOS M | 3920002 100 |  |  |  |  |  |
|  | 315 | 2519 | 296 | 00 | N 9 Tr. ST. |  | 546.62CR |  |
|  | 315 | 2519 | 298 | 00 | N 9 " FED |  | 546.62 |  |
|  | 315 | 2519 | 401 | 00 | P 1 NET COST OF LAND |  |  |  |
|  | 315 | 2519 | 403 | 00 | P 1 COST OF BLDGS & EQUIP |  |  |  |

JUNE 1983

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

| DESCRIPTION |  | PREFIX | FUNCTION | SUB F. | GR |  | CURRENT MONTH | FISCAL YEAR TO DATE |  |
|---|---|---|---|---|---|---|---|---|---|
|  | 315 | 2519 | 407 | 00 | P 1 | APPRAISALS |  |  |  |
|  | 315 | 2519 | 409 | 00 | P 1 | MISC. R/W COSTS |  |  |  |
|  | 315 | 2519 | 412 | 00 | P 1 | TITLE COST & RECORDING FEE |  |  |  |
|  | 315 | 2519 | 414 | 00 | P 1 | NEG. EXPENSE |  |  |  |
|  | 315 | 2519 | 415 | 00 | P 1 | RELOCATION COMPUTATION |  |  |  |
|  | 315 | 2519 | 920 | 00 | P 1 | PROGRAM SECTION |  |  |  |
|  | 315 | 2519 | 930 | 00 | P 1 | ~~OTHER ENGR~~ R/W UNIT | 29.46CR |  |  |
|  | 315 | 2519 | 930 | 00 | N 1 | " " " " | 29.46 | 39.28 |  |
|  | 315 | 2519 | 950 | 00 | P 1 | EMPLOYEE TRAINING |  |  |  |
|  |  |  | TOT |  | P1 |  | 29.46CR |  |  |
|  |  |  | TOT |  | N1 |  | 29.46 | 39.28 |  |
|  |  |  | ** JOB TOTALS ** |  |  |  | ** | 39.28 | ** |
| OAK ST MT AVE-ASHLAND SEC | CONT NO | FA PROJ NOS M | 3920004 100 |  |  |  |  |  |  |
|  | 315 | 2523 | 296 | 00 | N 9 |  | 873.66CR | 2,129.67CR |  |
|  | 315 | 2523 | 298 | 00 | N 9 |  | 873.66 | 2,129.67 |  |
|  | 315 | 2523 | 401 | 00 | P 1 |  |  | 300.00 |  |
|  | 315 | 2523 | 403 | 00 | P 1 |  |  |  |  |
|  | 315 | 2523 | 404 | 00 | P 1 |  |  |  |  |
|  | 315 | 2523 | 405 | 00 | P 1 |  |  |  |  |
|  | 315 | 2523 | 407 | 00 | P 1 |  |  |  |  |
|  | 315 | 2523 | 407 | 00 | N 1 |  |  |  |  |
|  | 315 | 2523 | 409 | 00 | P 1 |  | 1,193.84CR | 1,193.84CR |  |
|  | 315 | 2523 | 410 | 00 | N 1 |  |  | 600.00 |  |
|  | 315 | 2523 | 412 | 00 | P 1 |  | .08CR | 94.95 |  |

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                                                       40.40           49.99
309   2507   414   00 P 1        .05CR             18,025.00     278,905.85
309   2507   903   00 P 1        .39CR                346.79         346.79
309   2507   915   00 P 1        .02CR                 16.93          16.93
309   2507   920   00 P 1        .03CR                345.43         401.09
309   2507   930   00 P 1        .49CR             18,774.55     279,720.65
             TOT      P1
        ** JOB TOTALS **         .49CR**           18,774.55 **  279,720.65  **
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                                                                               STATE
 NO          FA PROJ NOS                                         84.41CR
 315   2515    296      00 N 9                                   84.41
 315   2515    299      00 N 9
          ** JOB TOTALS **             **               **                  **
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                                                                               STATE
T NO        * FA PROJ NOS M    3920002 100
 315   2519   296   00 N 9 Tr. St.             546.62CR      11,700.62CR
 315   2519   298   00 N 9  "  FED             546.62        11,700.62
 315   2519   401   00 P 1 NET COST OF LAND                   5,375.00
 315   2519   403   00 P 1 COST OF BLDGS & EQUIP                225.00
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                                                  JUNE 1983           PAGE 1153
DGERS
                                                     FISCAL          GRAND TOTAL
     PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                                                                       2,130.06
 315   2519    407    00 P 1 APPRAISALS                                   44.16
 315   2519    409    00 P 1 MISC. R/W COSTS                             692.63
 315   2519    412    00 P 1 TITLE COST & RECORDING FEE                4,030.70
 315   2519    414    00 P 1 NEG. EXPENSE                                 13.40
 315   2519    415    00 P 1 RELOCATION COMPUTATION                       85.84
 315   2519    920    00 P 1 PROGRAM SECTION                             620.30
 315   2519    930    00 P 1 ~~OTHER ENG~~ 29.46CR R/W UNIT               82.56
 315   2519    930    00 N 1   "    "   29.46   "    "     39.28         420.00
 315   2519    950    00 P 1 EMPLOYEE TRAINING                        13,637.09
               TOT       P1           29.46CR             39.28           82.56
               TOT       N1           29.46                39.28 **   13,719.65  **
          ** JOB TOTALS **                     **
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                                                                                   STATE
NT NO          FA PROJ NOS M    3920004 100
 315   2523    296    00 N 9        873.66CR        2,129.67CR      123,241.44CR
 315   2523    298    00 N 9        873.66          2,129.67        123,241.44
 315   2523    401    00 P 1                          300.00         39,160.00
 315   2523    403    00 P 1                                          9,180.00
 315   2523    404    00 P 1                                            485.00
 315   2523    405    00 P 1                                            345.00
 315   2523    407    00 P 1                                         23,168.24
 315   2523    407    00 N 1                                            290.85
 315   2523    409    00 P 1      1,193.84CR        1,193.84CR       31,122.44
 315   2523    410    00 N 1                          600.00            600.00
 315   2523    412    00 P 1           .08CR           94.95          3,066.63
```

B01

## OREGON STATE HIGHWAY DEPARTMENT
## FHWA BILLING VOUCHER

| PREFIX | GRP FL | FED AID PROJ<br>APPR | AGREEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV CLAI |
|---|---|---|---|---|---|---|---|---|
| | 2 | X10 -9473-003<br>APPR-580 | 70,833.00 | | | 85.00 | | |
| 303-2537 | | PREFIX TOTALS | 521,333.00 | 89,205.30 | 89,205.30 | | 75,824.51 | 68,466. |
| 306-2513 | 1# | M -2691-002<br>APPR-W32 | 78,937.55 | 98,179.50 | 92,033.99 | 85.77 | 78,937.55 | 78,937. |
| 309-2507 | 1 | M -3225-003<br>APPR-W32 | 260,218.00 | 279,720.65 | 279,720.65 | 81.83 | 228,895.41 | 228,895.8 |
| 315-2519 | 1# | M -3920-002<br>APPR-W32 | 11,700.62 | 13,719.65 | 13,637.09 | 85.80 | 11,700.62 | 11,700.6 |
| 315-2523 | 1 | M -3920-004<br>APPR-W32 | 142,800.00 | 141,105.89 | 139,816.05 | 88.15 | 123,247.85 | 123,241. |
| 315-2524 | 1# | RS -A368-002<br>APPR-075 | 31,964.96 | 36,249.67 | 36,249.67 | 88.18 | 31,964.96 | 31,964. |
| 315-2525 | 1 | M -2421-002<br>APPR-W32 | 171,951.00 | 193,752.22 | 193,752.22 | 88.18 | 170,850.71 | 170,276. |
| 317-2516 | 1 | M -3650-002<br>APPR-W32 | 79,362.00 | 92,346.35 | 92,198.46 | 88.18 | 81,300.60 | 79,362. |
| 320-2528 | 1 | M -1140-002<br>APPR-W32 | 88,180.00 | 100,099.68 | 99,664.74 | 88.18 | 87,884.37 | 87,864. |
| 320-2529 | 1 | M -1308-001<br>APPR-W32 | | 420.24 | 420.24 | 88.18 | 370.57 | |
| 322-2513 | 1 | M -2955-002<br>APPR-W32 | 22,904.00 | 26,416.00 | 26,386.00 | 81.80 | 21,583.75 | 21,578.8 |
| 324-2521 | 1 | M -5262-002<br>APPR-W32 | 10,578.00 | 8,054.14 | 8,054.14 | 85.77 | 6,908.04 | 6,908. |
| 324-2529 | 1 | X10 -1525-002<br>APPR-772 | 1192,125.00 | 1300,762.81 | 1293,989.60 | 85.00 | 1099,891.16 | 1099,062. |
| 324-2531 | 1 | M -1635-003<br>APPR-W32 | 89,912.00 | 74,820.25 | 79,506.54 | 88.15 | 70,085.02 | 70,085. |
| 324-2532 | 1 | SOS -2403-001<br>APPR-680 | 21,440.00 | 56,425.14 | 56,425.14 | 38.20 | 21,554.40 | 21,440. |
| 324-2533 | 1 | BROS-2403-003<br>APPR-117 | | 138.10 | 138.10 | 80.00 | 110.48 | |
| 324-2534 | 1 | X10 -1725-002<br>APPR-580 | 212,500.00 | 198,663.91 | 198,663.91 | 85.00 | 168,864.32 | 154,858. |
| 324-2535 | 1 | X10 -1635-005<br>APPR-580 | 22,610.00 | 852.31 | 900.98 | 85.00 | 765.83 | 474. |
| 326-2554 | 1 | M -9793-002<br>APPR-W36 | 407,406.00 | 427,637.03 | 427,084.43 | 85.77 | 366,310.32 | 366,310. |
| 326-2556 | 1 | XI -9699-002<br>APPR-823 | 41,900.98 | 49,219.83 | 49,219.83 | 85.00 | 41,836.86 | 41,836. |
| 326-2557 | 1# | XI -9699-001<br>APPR-823 | 40.32 | 47.58 | 47.58 | 85.80 | 40.82 | 40. |
| 326-2558 | 1 | XI -9823-001<br>APPR-823 | 55,250.00 | 117,676.10 | 77,793.09 | 85.00 | 66,124.13 | 55,250. |
| | 2 | X10 -9823-001<br>APPR-580 | 77,350.00 | 91,000.00 | 91,000.00 | 85.00 | 77,350.00 | 77,350. |
| 326-2558 | | PREFIX TOTALS | 132,600.00 | 208,676.10 | 168,793.09 | | 143,474.13 | 132,600. |
| 326-2559 | 1# | M -9822-004<br>APPR-W36 | 9,200.56 | 10,433.84 | 10,433.84 | 88.18 | 9,200.56 | 9,200. |

## OREGON STATE HIGHWAY DEPARTMENT
### FHWA BILLING VOUCHER

| REEMENT AMOUNT | TOTAL COSTS TO DATE | PARTIC. AMOUNT | % OF PARTIC. | FEDERAL SHARE | AMOUNT PREV. CLAIMED | ADJUSTMENT AND CODE | AMOUNT OF THIS VOUCHER |
|---|---|---|---|---|---|---|---|
| 833.00 | | | 85.00 | | | | |
| ,333.00<br>,937.55 | 89,205.30<br>98,179.50 | 89,205.30<br>92,033.99 | 85.77 | 75,824.51<br>78,937.55 | 68,466.34<br>78,937.55 | | 7,358.17 |
| ,218.00 | 279,720.65 | 279,720.65 | 81.83 | 228,895.41 | 228,895.81 | | .40CR |
| ,700.62 | 13,719.65 | 13,637.09 | 85.80 | 11,700.62 | 11,700.62 | | |
| 2,800.00 | 141,105.89 | 139,816.05 | 88.15 | 123,247.85 | 123,241.44 | | 6.41 |
| 1,964.96 | 36,249.67 | 36,249.67 | 88.18 | 31,964.96 | 31,964.96 | | |
| 1,951.00 | 193,752.22 | 193,752.22 | 88.18 | 170,850.71 | 170,276.21 | | 574.50 |
| ,362.00 | 92,346.35 | 92,198.46 | 88.18 | 81,300.60 | 79,362.00 | 1,938.60 B | |
| 8,180.00 | 100,099.68 | 99,664.74 | 88.18 | 87,884.37 | 87,864.10 | | 20.27 |
| | 420.24 | 420.24 | 88.18 | 370.57 | | 370.57 A | |
| 2,904.00 | 26,416.00 | 26,386.00 | 81.80 | 21,583.75 | 21,578.82 | | 4.93 |
| 0,578.00 | 8,054.14 | 8,054.14 | 85.77 | 6,908.04 | 6,908.04 | | |
| 2,125.00 | 1300,762.81 | 1293,989.60 | 85.00 | 1099,891.16 | 1099,062.06 | | 829.10 |
| ,912.00 | 74,820.25 | 79,506.54 | 88.15 | 70,085.02 | 70,085.06 | | .04CR |
| 1,440.00 | 56,425.14 | 56,425.14 | 38.20 | 21,554.40 | 21,440.00 | 114.40 B | |
| | 138.10 | 138.10 | 80.00 | 110.48 | | 110.48 A | |
| 2,500.00 | 198,663.91 | 198,663.91 | 85.00 | 168,864.32 | 154,858.96 | | 14,005.36 |
| 2,610.00 | 852.31 | 900.98 | 85.00 | 765.83 | 474.65 | | 291.18 |
| 07,406.00 | 427,637.03 | 427,084.43 | 85.77 | 366,310.32 | 366,310.70 | | .38CR |
| 1,900.98 | 49,219.83 | 49,219.83 | 85.00 | 41,836.86 | 41,836.89 | | .03 |
| 40.82 | 47.58 | 47.58 | 85.80 | 40.82 | 40.82 | | |
| 55,250.00 | 117,676.10 | 77,793.09 | 85.00 | 66,124.13 | 55,250.00 | 10,874.13 B | |
| 77,350.00 | 91,000.00 | 91,000.00 | 85.00 | 77,350.00 | 77,350.00 | | |
| 32,600.00<br>9,200.56 | 208,676.10<br>10,433.84 | 168,793.09<br>10,433.84 | 88.18 | 143,474.13<br>9,200.56 | 132,600.00<br>9,200.56 | 10,874.13 | |

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B COST SUMMARY                                                          JULY 1982
                                                                           FISCAL
OB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DAT

 MEDFORD            CONT NO        FA PROJ NOS RRP 00S015 100
                        315    1028       205      01 P 1
                        315    1028       270      01 P 1
                        315    1028       296      00 N 9          1. 29                1. 2
                        315    1028       298      00 N 9          1. 29CR              1. 
                        315    1028       920      00 P 1
                                          TOT      P1
                                       ** JOB TOTALS **                    **

AV ASHLAND          CONT NO        FA PROJ NOS RRP 875001 100
                        315    1032       205      01 P 1
                        315    1032       270      01 P 1
                        315    1032       296      00 N 9      45,810. 36CR        45,810.
                        315    1032       298      00 N 9      45,810. 36          45,810.
                                          TOT      P1
                                       ** JOB TOTALS **                    **

                        315    1070       296      00 N 9
                        315    1070       299      00 N 9
                                       ** JOB TOTALS **                    **

IMER ST             CONT NO 8762 * FA PROJ NOS M   920001 100
                        315    1094       201      00 P 1  Payment to Contractor
                        315    1094       201      00 N 1  Payment to Contractor
                        315    1094       203      00 P 1  Credit for Liquidated Damages
                        315    1094       203      00 N 1  Credit for Liquidated Damages
                        315    1094       206      00 N 1  Interest on Final Payment
                        315    1094       220      02 P 1  Work by State Forces -
                        315    1094       296      00 N 9  Transfer of State Funds
                        315    1094       298      00 N 9  Transfer of Fed Funds
                        315    1094       900      00 P 1  Construction Engineering (Residen
                        315    1094       900      00 N 1  Construction Engineering (Reside
                        315    1094       920      00 P 1  Project Management
                        315    1094       948      00 N 1  Other construction Engineering
                        315    1094       960      00 P 1  Employee Training
                        315    1094       985      00 P 1  EEO Monitoring Expense
                                          TOT      P1
                                          TOT      N1
                                       ** JOB TOTALS **                    **

                    CONT NO        FA PROJ NOS
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                                                   JULY 1982          PAGE  205
                                                     FISCAL           GRAND TOTAL      ACTIVE YR
  FUNCTION    GR  CURRENT MONTH               YEAR TO DATE            TO DATE        BEG    EN

                                                                                   STATE
FA PROJ NOS RRP 00S015 100                                           3,841.60CR     81     81
    205        01 P 1                                               38,416.00       81     81
    270        01 P 1                                               31,146.81CR     81     82
    296        00 N 9            1.29                  1.29         31,146.81       81     82
    298        00 N 9            1.29CR                1.29CR           33.17       81     82
    920        00 P 1                                               34,607.57
    TOT        P1                                                   34,607.57  **
  ** JOB TOTALS **                      **                   **

                                                                                   STATE
FA PROJ NOS RRP 875001 100                                           5,655.60CR     82     82
    205        01 P 1                                               56,556.00       82     82
    270        01 P 1                                               45,810.36CR     82     82
    296        00 N 9      45,810.36CR           45,810.36CR        45,810.36       82     82
    298        00 N 9      45,810.36             45,810.36          50,900.40
    TOT        P1                                                   50,900.40  **
  ** JOB TOTALS **                      **                   **

                                                                     5,406.16CR     81     81
    296        00 N 9                                                5,406.16       81     81
    299        00 N 9                                                          **
  ** JOB TOTALS **                      **                   **

                                                                                   STATE
FA PROJ NOS M   920001 100                                         240,434.89 ✓     78     79
    201        00 P 1  Payment to Contractor                         1,798.07 ✓     78     79
    201        00 N 1  Payment to Contractor                         1,294.80CR ✓   78     81
    203        00 P 1  Credit for Liquidated Damages                     5.20CR ✓   79     81
    203        00 N 1  Credit for Liquidated Damages                       .15 ✓    79     79
    206        00 N 1  Interest on Final Payment                        45.64 ✓     79     80
    220        02 P 1  Work by State Forces -                      237,304.73CR ✓   78     81
    296        00 N 9  Transfer of State Funds                     237,304.73 ✓     78     81
    298        00 N 9  Transfer of Fed Funds                        37,181.14 ✓     78     81
    900        00 P 1  Construction Engineering (Resident Engr)      3,531.79 ✓     78     81
    900        00 N 1  Construction Engineering (Resident Engr)         23.24 ✓     78     78
    920        00 P 1  Project Management                               12.83 ✓     81     81
    948        00 N 1  Other Construction Engineering                  162.50 ✓     79     79
    960        00 P 1  Employee Training                                26.33 ✓     78     78
    985        00 P 1  EEO Monitoring Expense                      276,578.94
    TOT        P1                                                    5,337.64
    TOT        N1                                                  281,916.58  **
  ** JOB TOTALS **                      **                   **

FA PROJ NOS
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8762

RONALD L. SALTER
ATTORNEY AT LAW
94 THIRD STREET
ASHLAND, OREGON 97520
(503) 482-4215

March 4, 1983

Mr. Al Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Re: City of Ashland vs. Mann
Our File A-118

Dear Al:

You have asked for a brief statement as to the conclusion of the above entitled case. It was concluded by being dismissed. The dismissal was for the reason that I determined that in the City's oppinion, the slope easement was not necessary. First, I talked to Neil Flanagan, who told me that the State did not care whether we had the slope easement or not. It appeared to be superfulous. I next discussed the matter with you, and from the City's standpoint you determined that the slope easement was unnecessary. Accordingly, the case was dismissed.

Very truly yours,

Ron S.

RONALD L. SALTER
City Attorney

RLS/ks

8762

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-31-8

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD: FROM 8-12-76 TO 4-11-80

FEDERAL AID PROJECT NO.: M-3920(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $307,969.01 | $302,463.79 | 85.80% | $259,513.93 | $259,513.93 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 7/31/81

PASSED FOR PAYMENT
V.E. Skeeg, Controller

REMARKS

12-4-81
Need Fin Voucher
Any P/O 3920(2)
K

315-1938
~~7894-594~~
315-2519
315-1094

$ 0.00

FORM PR-20A
(Rev. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | Gradview Dr. and Wimer St. Ashland<br>Jackson County | | | | | |
| | Preliminary Engineering | | | | | |
| | Type Code P.E. | | | | | |
| | State | | All Required | | $25,884.88 | |
| | Construction | | | | | |
| | Type Code 6201 | | | | | |
| | Roadway (Sta. "G" 6+72.53 To Sta. "G" 0+15.36) | | | | | |
| | Sta. "W" 86+24.36 To Sta. "W" 99+45) | | | | | |
| | Final Contract Payment Summary | | Lump Sum | | $240,434.89 | |
| (State) | SFO #2 Seed the slopes of a private road approach | | All Required | | 45.64 | |
| | Total Type Participating Construction | | | | $240,480.53 | |
| | Construction Engineering | | | | | |
| | State | | All Required | | 37,366.88 | |
| | Liquidated Damages | | Lump Sum | | (1,294.80) | |
| | Total Participating Construction Engineering | | | | $ 36,072.08 | |
| | Misc. Project Cost | | | | | |
| | EEO Monitoring Expense | | All Required | | $ 26.33 | |
| | Total Participating Cost | | | | $302,463.79 | |
| | Nonparticipating Cost | | | | | |
| | Preliminary Engineering (State) | | All Required | | 180.41 | |
| | Final Contract Payment Summary | | Lump Sum | | 1,798.07 | |
| | Interest on Final Payment | | All Required | | .15 | |
| | Construction Engineering | | All Required | | 3,531.79 | |
| | Liquidated Damages | | Lump Sum | | (5.20) | |
| | Total Nonparticipating Cost | | | | $ 5,505.22 | |
| | Total Project Cost | | | | $307,969.01 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 7/23/81. | | | | | |
| | AMOUNT CARRIED FORWARD . . | | | | | |

☆U OVERNMENT PRINTING OFFICE: 1974 — 732-628

rl
cc:
OSHD (Coulter)

# STATE COPY

## FINAL ACCEPTANCE REPORT

4-7-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Jackson | DIVISION<br>Oregon |
| DATE OF REPORT<br>4/7/80 | REPORT MADE BY<br>Thomas P. Lowe, Area Engineer | | PROJECT NO.<br>M-3920(1) |
| COMPLETION DATE<br>11/17/78 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>5/2/79 | TIME ELAPSED<br>------ % | CONTRACT TIME<br>------ |
| APPROVED EXTENSIONS | LOCATION | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRANDVIEW DRIVE & WIMER ST. (ASHLAND)
Grading & Paving

The project provided paved surface to 1860 feet of the subject section of City Street. Existing roadway width was widened to 28 feet with four-foot sidewalks on each side.

The project was completed November 17, 1978. October 15, 1978 was the specified completion date. A time extension of 20 days was granted. Thirteen days of liquidated damages at $100.00 was charged.

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

4-14
cf

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE<br>Thomas P. Lowe — Original Signed by T. P. LOWE | | SIGNATURE<br>Glenn K. Hossner — Original Signed By G. K. HOSSNER Field Operations Engineer | |
| TITLE<br>Area Engineer | DATE<br>4/9/80 | TITLE<br>Field Operations Engineer | DATE<br>4/11/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8762

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

7-5-79

P

**FEDERAL AID PROJECT NO.** M-3920(1)

**STATE PROJECT NO.** See below

**COUNTY NAME** Jackson

**PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

**FROM:** G. L. Green, Division Administrator

**PROGRAM NO.**

**ITEM NO.** M-88

**TO:**

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

**DATE PS & E APPROVED** 4-5-78

**DATE AUTHORIZATION EFFECTIVE** 6-5-79

**FEDERAL ROUTE NUMBER** FAU 3920

**STATE ROUTE NUMBER** City Street

**GENERAL LOCATION:**

Grandview Drive and Wimer Street (Ashland)

**GENERAL DESCRIPTION OF WORK:**

Seed slopes of road approach

**YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW**

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

**REMARKS**

This will confirm the advance authorization date of 6-5-79, as requested in Mr. Keasey's letter of 6-21-79 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $120 Federal Funds $103.

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO Keasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

9/5

**DATE** 7-3-79

**SIGNATURE OF APPROVING OFFICIAL** G. K. Hosmer

**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8762

June 20, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $2,000 will be made to M. C. Lininger & Sons, Inc. on Contract No. 8762 for work on Grandview Drive and Wimer Street in the City of Ashland, Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $240,932.96 including the post-final payment. Of the total $3,480.68 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: M. C. Lininger & Sons, Inc.
Box 1143
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
Alfred Shirley

8762

8

June 11, 1979

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Gentlemen:

Time Extension Request
Grandview Drive-Wimer Street (Ashland)
Contract No. 8762

Your request for an extension of the specified completion date on the above project has been carefully reviewed and the completion date is hereby extended to November 4, 1978. There remains 13 days of liquidated damages.

Additional time was granted for clearing delay, staking error delay and delays due to extra work. No additional time was granted for utility conflicts since a careful review of the work "as scheduled" contrasted to the "as performed" indicates that the retaining wall construction was the item that delayed the project, and that this work was undertaken some 34 calendar days after scheduled.

If you have further questions in this matter, please contact the Resident Engineer.

Sincerely,

DH Moehring
for H. S. Coulter
State Highway Engineer

OBJ:fr jh
bc: C. T. Keasey
Alfred Shirley
William Maude
Bob Church
Dick Hacek

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8762

Salem, Oregon

June 7, 1979

O. B. Jackmond

**FROM:** O. B. Jackmond
Contract Administration Engineer

**TO:** H. S. Coulter
State Highway Engineer

**SUBJECT:** Time Extension Request
Grandview Dr.-Wimer St.
Contract No. 8762
FAP No. M-3920(1)

The contractor on the above project, M. C. Lininger & Sons, Inc., has requested a 58 calendar day extension of the completion date specified. Pertinent contract dates and times are as follows:

| | |
|---|---|
| Contract awarded | July 7, 1978 |
| Work started | July 31, 1978 |
| Specified completion | October 15, 1978 |
| Actual completion | November 17, 1978 |
| Excess time used | 33 calendar days |

The contractor bases his request on utility delays, 44 calendar days, and extra work, 14 calendar days.

An examination of the contractor's submitted schedule of operations for the project compared with the actual prosecution of the work shows that the critical item of work that delayed the project was the construction of the retaining wall. Construction of the wall was scheduled to start August 6, 1978 but did not actually start until September 10, 1978, a delay on the part of the contractor of 34 calendar days. The contractor should bear the responsibility for this delay. Utility adjustment delays were not related to the late start of construction on the retaining wall. No additional time is recommended for utility delays.

Consideration should be given to four items which did delay the project. First, the contractor was stopped from working on the clearing and grubbing early in the project for 2 calendar days in order to permit us to evaluate property owner complaints of excessive clearing. We considered altering the side slopes to reduce the required clearing, but were unable to do so. These 2 calendar days should be returned to the contractor.

Second, a staking error in the vicinity of the retaining wall effectively stopped work for 3 calendar days while the error was resolved. These days should be returned to the contractor.

Third, work under Extra Work Order No. 2, relocate inlets, delayed the project 3 workdays; and work under Extra Work Order 3, construct parking area, delayed the project 2 workdays. Therefore, 7 calendar days (5 x 1.4) should be granted to the contractor for these items of extra work.

Fourth, the contract work was substantially complete on November 9 except for work under Extra Work Order No. 4, place base material in sidewalk areas. Therefore, the time from November 10 to November 17 (completion of project), or 8 calendar days should be granted.

In summary, it is recommended that the contractor be granted 2 calendar days for clearing delays; 3 calendar days for staking error delays; and 15 calendar days for extra work for a total of 20 calendar days. There will remain 13 days of liquidated damages.

This is a Federal-aid project and FHWA concurrence will not be required. However, the 3 workdays or 4 calendar days granted for work under EWO No. 2 is not eligible for Federal participation and is a State responsibility. A rough draft letter to the contractor is enclosed.

OBJ:fr

Enc.

cc: Alfred Shirley
William Maude
Robert Church
FHWA

Richard Hacek

RECEIVED
STATE HWY ENGR
JUN 8'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request for Increase in Number of Workdays to Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date March 15, 1979

**Gentlemen:**

We, the undersigned, respectfully request an increase in the number of ~~workdays from~~ calendar days of 33 ~~days to~~ ........ ~~days~~, within which to complete our Contract No. 8762, without the assessment of liquidated damages. The said contract is described as follows:
Grandview Dr. & Wimer St. (Ashland)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached.

Respectfully submitted,

M. C. Lininger & Sons, Inc.
Contractor

By Rodney B. Miller
Rodney B. Miller

## CONSENT OF SURETY

Date March 21, 1979

We, UNITED PACIFIC INSURANCE COMPANY ........................................, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

By: H. McMillan
H. MC MILLAN, E Attorney-in-fact

(SEAL)

Countersigned by:
HANSEN & ROWLAND, INC. OF OREGON
1311 N. Resident Agent
Portland, Oregon 97209

By
Resident Agents For Oregon

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8762 Contractor M.C. Lininger & Sons

Highway FAU 3920 (City Streets)

Section Grandview Dr. - Wimer St. (Ashland)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXX or **GRANTED**. The reasons for such recommendation are as follows:

Completion date extended to November 4, 1978, due to clearing delay, staking error delay and extra work. (Extension of 20 calendar days).

See attached letter.

Recommended for Approval:

Regional Engineer

O. B. Jackmond

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8762

Project designation M 3920 (1)
State-Federal

Date awarded July 7, 1978

Work started July 31, 1978

Per cent completed 100 % Nov. 17, 1978
Date

Specif. Completion Date Oct. 15, 1978

No. of Workdays Allowed

Actual Completion Date 11-17-78

No. of Workdays Used

No. of Added Workdays Requested 33

SP*67865-734

# Cause of Delays

Contract #8762

1. 8/25/78 to 8/29/78 - City of Ashland lowering water line at Wimer & Walnut stopping all our work.

   Time Requested 5 days

2. 8/30/78 to 10/12/78 - Sec. 105.06 of the Special Provisions allowed the Telephone Co. 4 working days to relocate their cable. They were notified on 8/30/78 and started to work on 9/4/78 and completed the work in the area specified on 10/12/78. Total days elapsed - 43.

   Time Requested 39 days

3. E.W.O. #1 - Raise inlet @ Walnut Street. Work done by subcontractor after grade already established and poured.

   Time Requested 2 days

4. E.W,O. #2 - Move inlet at STA 95 + 26RT. Combined time of contractor and subcontractor.

   Time Requested 4 days

5. E.W.O. #3 - Excavate driveway STA 97 + 65 RT. as per R.O.W. Aggreement. Contractor asked to do this after time of allowed completion. (Nov. 7 & 8).

   Time Requested 2 days

6. E.W.O. #4 - Excavate and place crushed 1"-0 in sidewalk area - Wimer St. Contractor asked to do this after project was completed (Nov. 10-15).

   Time Requested 6 days

Total Extra Time Requested 58 days

(Note: Above days include Sat., Sun., and Holidays in periods covered.)

8762

May 8, 1979

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8762 awarded to M. C. Lininger & Sons, Inc. for work on Grandview Drive and Wimer Street in Ashland, Jackson County was completed on November 17, 1978, and accepted by the State Highway Engineer on May 2, 1979.

Final payment in the amount of $24.36 will be released to the contractor after May 14, 1979. The total contract amount is $238,932.96 including $3,480.68 for work performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

8762 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grandview Dr & Wimer St (Ashland)

WEEK ENDING: March 24, 1979

SECTION PREFIX: 315-1094

HIGHWAY: FAU 3920

COUNTY: Jackson

NAME OF JOB: Grandview Dr & Wimer St(Ashland)

KIND OF WORK: Grading and Paving

CONTRACTOR: M.C.Lininger and Sons,Inc.

CONTRACT NUMBER: 8762

FEDERAL AID PROJECT NUMBER: M-3920(1)

DATE OF CONTRACT: July 7, 1978

DATE WORK STARTED: July 31, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 15, 1978

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 293,408.29

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 270,142.43

ENGINEERING AUTHORIZATION: $ 23,265.86

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 240,436.86

ENGINEERING COST TO DATE: $ 39,619.81

DATE PROJECT WAS COMPLETED: November 17, 1978

ESTIMATED PERCENT: XXXXXX UNDERRUN -11 %

PERCENT OF AUTHORIZATION: 170 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.38 | 0.38 | | | 0.38 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.38 | 0.38 | | | 0.38 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 4,350 | 1,720 | | | 650 |
| TOTAL QUANTITIES CORRECTED TO DATE | 2,600 | 1,550 | | | 850 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 2,600 | 1,550 | | | 850 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

1 pickup

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | NA | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

RECEIVED
MAR 26 1979
CONSTRUCTION
BRANCH

Keasey K
Jackmond J
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No Activity |
| MONDAY | No Activity |
| TUESDAY | Two men poured four concrete driveway aprons in the morning and removed the forms and cleaned up the area in the PM. |
| WEDNESDAY | No Activity |
| THURSDAY | No Activity |
| FRIDAY | No Activity |
| SATURDAY | No Activity |

## REMARKS

With the completion of the concrete aprons, done under price agreement number six, all of the work on the project was completed. On March 22, all of the required project documentation was received and the semi-final estimate was submitted and a third notification was submitted. No further reports will be sent for this contract.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#971-A

8

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Oregon Project M-3920(2)
Grandview Dr.-Wimer St. (Ashland)
Extra Work Order No. 3

February 23, 1979

HRW-OR

G. L. Green, Division Administrator

NOTED
E. S. HUNTER

Mr. H. S. Coulter, State Highway Engineer

On December 1, 1978, Federal-aid Manager D. A. Swan transmitted Extra Work Order No. 3 in the amount of $1,140 covering work described as "Excavate a level 24 ft. x 24 ft. for Olive E. Ogle." The work order further indicated that the work was agreed upon by the Right of Way Section under File 49707. This matter has been discussed with the State's Right of Way Section and it is our understanding that the work involved is not a right of way obligation. Therefore, no action will be taken concerning the State's request of December 1. If further documentation can be submitted to support the extra work order, we will be happy to reconsider the matter.

Original Signed by
C. J. Mathias
Div. ROW Officer
G. L. Green

cc:
OSHD (D E Swan)
OSHD (E S Hunter)

CJMathias:cst

RECEIVED
TECHNICAL SERVICES
FEB 26 '79
REFER TO
Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

orig

Form 81-734-3308

OREGON STATE HIGHWAY DIVISION

# Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

| | | | |
|---|---|---|---|
| Project Name | Grandview Dr. - Wimer St. (Ashland) | Date | Nov. 9, 1978 |
| Highway | FAU 3920 | Contract No. | 8762 |
| County | Jackson | Prefix | 315-1094 |
| Contractor | M.C. Lininger & Sons Inc. | F. A. Project No. | M-3920 (1) |
| Address | P.O. Box 1145 Medford, Ore. 97501 | Order No. | 3 |

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

**Description of work to be done:**

Excavate a level 24 Ft. x 24 Ft. area for Olive E. Ogle.

**Location by station numbers:**

Sta. "W" 97+62 on right side.

**Estimate of quantities and cost:**

| | |
|---|---|
| Equipt. --------- | $ 520.00 |
| Labor----------- | 620.00 |
| Total ----------- | $ 1,140.00 |

**Explanation:** (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated Item. This work was agreed upon thru the Right of Way Department File No. 49707.

**INSTRUCTIONS:** A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

| | |
|---|---|
| Project authorization | $293,408.29 |
| Present estimate of project costs, including $1,140.00 for work under this order | $293,408.29 |
| Expected under-run / over-run amount | $ |
| Expected under-run / over-run per cent | |

Space to right of this line is for use of Salem Office

Submitted by Wm. H. Maude
For Resident Engineer

Approval Recommended: ........
Regional Engineer

Approval Recommended: ........
For: Construction Engineer or Bridge Engineer

Approved ........
Construction Engineer

11-16-78

SP*79604-734

8762 8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 9, 1979

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons, Inc.

Gentlemen:

We have received Safekeeping Receipt 145879 for $15,000.00 Savings Certificate #384671. This replaces Receipt 145878 for $15,000.00 Certificate 384629 which matured 2-1-79. The total deposit pledged to Contract 8762 remains $15,000.00.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

#8762

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1979

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attn: Robert J. Cunningham
Manager

Re: M.C. Lininger & Sons, Inc.

Gentlemen:

We have received safekeeping receipt No. 145878 for $151,000.00 certificate No. 384629 which replaces certificate No. 384569 (receipt No. 145872). The total on deposit pledged to our contract no. 8762 remains $15,000.00.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Supervisor

JJK:cw

cc: M.C. Lininger & Sons

**BC: ~~C.W. Head~~**
**~~R. Church~~**
**C.W. Barrett, Jr. (Att.)**

Form 734-3122 (Rev. 7-77)

8762

9

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 3, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-3920(1)

Contract 8762, Work Completed November 17, 1978
Project Grandview Dr.& Wimer St.(Ashland)
Highway FAU 3920 (City Streets)
County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12-19-78

NOTED
H.S. COULTER

G.K. Hossner for
G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 25'79
REFER TO
FOR
Info Act File

RDC:mk

cc: ~~H. S. Coulter~~
~~C. T. Keasey~~
Alfred Shirley, Jr.
R. D. Church

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
JAN 25 1979
CONSTRUCTION
SECTION

Form 81-734-3122 (Rev. 7-77)

#8762

STATE COPY

cc: State (H. S. Coulter)

12-19-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

# INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>2 | COUNTY<br>Jackson | DIVISION<br>Oregon |

IN COMPANY WITH

Bill Maude, Jim Gix, and Vern Neiswanger, OSHD

| | | |
|---|---|---|
| DATE OF INSPECTION<br>12/19/78 | INSPECTION MADE BY<br>T. P. Lowe, Area Engineer | PROJECT NO.<br>M-3920(1) |

| | | | |
|---|---|---|---|
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory* | TIME ELAPSED<br>% | WORK COMPLETED<br>% |

## GRANDVIEW DRIVE & WIMER STREET (ASHLAND)
## Grading and Paving

### Project Description

The project provided paved surface to 1860 feet of the subject section of City street. Existing roadway width was widened to 28 feet with four-foot walkways on each side.

### Findings

There were no major over- or underruns in contract items. Engineering cost overran about 40% - probably due to the numerous utility conflicts that required much survey layout work.

Compaction test reports indicate adequate compaction. Three of four AC tests passed specs. The failing test represented a small quantity.

Project diaries appeared in order. Our field review indicated the project was constructed as planned. I was advised representatives of the City (Ashland) had verbally accepted the project and that written confirmation is expected soon.

Acceptance of the project is recommended pending the City's written acceptance.

*The project was completed November 17, 1978. The specified completion date was October 15, 1978. The contractor is expected to request a time extension due to abnormal delays caused by utility conflicts and extra work. This matter will be addressed in the Final Acceptance Report.

RECEIVED
STATE HWY ENGR
JAN 10 '79
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

1-10-79
CJ Keasey

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8762

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 2, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8762

Gentlemen:

We have received safekeeping receipt 145872 for savings certificate 384569 for $15,000.00 maturing December 27, 1978.

This depoist is in lieu of retainage being held on the project.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

[illegible]
W HEAD

8762

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Ashland
City Hall
Ashland, Oregon 97520

Attention of Mr. Allen A. Alsing
City Engineer

Request No. (assigned by staff engineer or head of section) CC 1862

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $21,000.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $3,200.00 | |
| | | To be transferred to State Highway funds for the construction of the Grandview Dr. & Wimer Street Project. FAUS 3920. | | $17,800.00 |
| | | Covered by Agreement # 5821 | | |

| | |
|---|---|
| If payer has made payment for this service, indicate the amount of payment. $ | Credit distribution:<br>315-1938-295 |
| If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 21,000.00 | Submitted by: Fred Hildebrandt<br>F. Hildebrandt |
| Is this a partial or final request for billing? Partial | Approved: for G. Wimer<br>Regional Engineer |
| If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ | Approved:<br>Section Head or Staff Engineer |
| Give the number of the last previous request in connection with this same service. | |

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8762

8

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 20, 1978

M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 8762 for work on Grandview Drive and Wimer Street in Ashland, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds
Enclosure

cc United Pacific Insurance Company
700 N.E. Multnomah, Suite 600
Portland, OR 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc C. T. Kenney
Walt Hart
Robert Church
Jim Kimms
Alfred Shirley
William Maude

8762

STATE COPY

9

| | | |
|---|---|---|
| TO BE COMPLETED BY FHWA<br>MONTHLY TRANSACTION NUMBER<br>7-102 | .S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | m Approved; O M B No. 04-R2089<br>tate<br>Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County<br>Jackson |
| MODIFICATION NUMBER<br>1 | 7-19-78 | Project Number<br>M-3920(1) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 28 , 19 77 , is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 9,700 | $311,753 |
| Federal funds | $ 8,300 | $267,483 |
| Other revisions | | |

This modification is made for the following reasons: Increase in PE and addition of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of July , 1978 .

Oregon State Highway Division
*(Official name of Highway Agency)*

By EJ Hunter

Technical Services Engineer
*(Title)*

xx For: H. S. Coulter

State Highway Engineer
*(Title)*

By

*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Administrator)*

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

file

Oregon State Highway Division
Salem, Oregon, July 11, 1978

Federal Aid Project
No. M-3920(1)

Grandview Dr. and Wimer St. (Ashland)
FAU 3920 (City Streets)
Jackson County

Revised Project Agreement Estimate.

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 23,500.00 |

Type Code 6201
Roadway (Sta. "G" 6 + 72.53 to Sta. "G" 0 + 15.36)
(Sta. "W" 86 + 24.36 to Sta. "W" 99 + 45)

| | | | |
|---|---|---|---|
| Mobilization | All Required | | $ 16,250.00 |
| Temporary Protection and Direction of Traffic | All Required | | 1,250.00 |
| Temporary Signs | 229 Sq. Ft. | 5.00 | 1,145.00 |
| Temporary Barricades | 9 Each | 100.00 | 900.00 |
| Flagmen | 600 Hr. | 17.00 | 10,200.00 |
| Clearing and Grubbing | All Required | | 20,000.00 |
| Removal of Structures and Obstructions | All Required | | 2,000.00 |
| General Excavation | 4,350 Cu. Yd. | 2.50 | 10,875.00 |
| Trench Excavation | 890 Cu. Yd. | 10.00 | 8,900.00 |
| Finishing Roadbed and Slopes | All Required | | 1,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 5,000.00 |
| Structure Excavation | 300 Cu. Yd. | 15.00 | 4,500.00 |
| Bituminous Base Mixture | 1,640 Ton | 16.80 | 27,552.00 |
| Asphalt in Bituminous Base Mixture | 90 Ton | 110.00 | 9,900.00 |
| Aggregate Base | 80 Cu. Yd. | 9.00 | 720.00 |
| Concrete in Walls and Stairways | 175 Cu. Yd. | 200.00 | 35,000.00 |
| Class "B" Asphalt Concrete | 650 Ton | 23.40 | 15,210.00 |
| Reinforcement in Walls and Stairways | 14,000 Lb. | 0.40 | 5,600.00 |
| 6-inch Sewer Pipe | 230 Lin. Ft. | 4.25 | 977.50 |
| 8-inch Sewer Pipe | 380 Lin. Ft. | 5.25 | 1,995.00 |
| 10-inch Sewer Pipe | 270 Lin. Ft. | 6.50 | 1,755.00 |
| 12-inch Sewer Pipe | 820 Lin. Ft. | 10.00 | 8,200.00 |
| 15-inch Sewer Pipe | 440 Lin. Ft. | 12.00 | 5,280.00 |

| | | | |
|---|---|---|---|
| Extra for Pipe Under Pavement | 56 Lin. Ft. | 12.00 | 672.00 |
| Concrete Manholes | 1 Each | 1,000.00 | 1,000.00 |
| Concrete Inlets, Type CG-1 | 7 Each | 450.00 | 3,150.00 |
| Concrete Inlets, Type CG-1 (Modified) | 13 Each | 500.00 | 6,500.00 |
| Concrete Cleanout | 1 Each | 100.00 | 100.00 |
| 6-inch Drain Pipe | 320 Lin. Ft. | 4.50 | 1,440.00 |
| 8-inch Drain Pipe | 210 Lin. Ft. | 10.00 | 2,100.00 |
| Special Filter Material in Drains | 60 Cu. Yd. | 20.00 | 1,200.00 |
| Type CL4R Fence | 41 Lin. Ft. | 13.00 | 533.00 |
| Concrete Driveways | 165 Sq. Yd. | 24.00 | 3,960.00 |
| Concrete Curbs | 200 Cu. Yd. | 165.00 | 33,000.00 |
| Adjusting Manholes | 6 Each | 400.00 | 2,400.00 |
| Furnishing and Planting Shrubs | 43 Each | 20.00 | 860.00 |
| Bark Mulch | 1 Unit | 115.00 | 115.00 |
| Total | | | $251,239.50 |

Anticipated Items

| | | | |
|---|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required | | $ 700.00 |
| Temporary Erosion Control (E.W.) | All Required | | 500.00 |
| Work by City of Ashland Waterlines | All Required | | 1,528.00 |
| | | | $ 2,728.00 |
| | | Subtotal | $253,967.50 |
| | | Engineering | 34,285.50 |
| | | Total | $288,253.00 |

Length of Project - - - - - - - - - - - - 0.375 miles
Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - - - - - - - - - $768,674.66

Work Retained in Program Status
(not included in amounts below)

| | | |
|---|---|---|
| Permanent Signs | All Required | $ 1,500.00 |
| Remove and Reinstall Signs | All Required | 200.00 |
| Roadside Seeding and Mulching | All Required | 500.00 |

Summary of Funds (85.8%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Preliminary Engineering | $ 23,500 | $ 20,162 | $ 1,669 | $ 1,669 |
| Roadway | 288,253 | 247,321 | 20,466 | 20,466 |
| Total | $311,753 | $267,483 | $ 22,135 | $22,135 |

Group 1-100%

Contract No. 8762

Prefix 315-1094

Prefix 315-1938

Grandview Dr. and Wimer St. (Ashland)
(Nonparticipating-State Work)

| | | | | |
|---|---|---|---|---|
| Setting Mailbox Posts | 9 Only | 30.00 | $ | 270.00 |

STATE COPY

Form Approved; O.M.B. No. 04-R2089

| | | |
|---|---|---|
| *TO BE COMPLETED BY FHWA*<br>MONTHLY TRANSACTION NO.<br>3-12 | U. S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>2 28 77 | STATE Oregon<br>COUNTY Jackson<br>PROJECT NO. M-3920(1) |

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts. Grandview Dr. & Wimer St. (Ashland)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | 8/12/76 | 0.36 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | | |
| OTHER *(Specify)* | | |

FUNDS Pro Rata 85.8%

| | |
|---|---|
| ESTIMATED TOTAL COST OF PROJECT<br>$ 9,700 | FEDERAL FUNDS<br>$ 8,300 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*

By E S [illegible]
Deputy State Highway Engineer
*(Title)*

By
*(Title)*

By
*(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
*(Division Engineer)*
for: G. L. Green

Date executed by Division Engineer FEB 28 1977

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

## AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 22, 1977

Federal Aid Project
No. M-3920 (1)

Grandview Dr.-Chestnut St. (Ashland) Section

City Streets in Jackson County

Project Agreement Estimate.

Type Code P.E.

| | | |
|---|---|---|
| Preliminary Engineering | All Required | $9,700.00 |
| | TOTAL | $9,700.00 |

Length of Project - - - - - - - - - - - - 0.36 mile

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| P.E. | $ 9,700.00 | $ 8,300.00 | $ 700.00 | $ 700.00 |
| Retain in Program | | | | |
| Contract Work | 102,300.00 | 87,700.00 | 7,300.00 | 7,300.00 |
| TOTAL | $112,000.00 | $96,000.00 | $8,000.00 | $8,000.00 |

Group 1 - 100%
Prefix: 315-1938
Pro Rata: 85.8%

8762

bbc C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
William Maude
SAIF
Fran

July 7, 1978

M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on Grandview Drive and Wimer Street in Ashland, Jackson County, for the sum of $251,509.50 and referred it to the State Highway Engineer with authority to award the contract subject to the concurrence of the City of Ashland and the Federal Highway Administration and when the sum of $21,000 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8762.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

8762

June 22, 1978

City of Ashland
City Hall
Ashland, OR 97520

Attn: Allen A. Alsing
City Engineer

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Linninger, M.C. & Sons, Inc., P.O. Box 1145, Medford, Oregon 97501, for construction on Grandview Drive and Wimer Street Section, FAU 3920.

The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $255,088.50 |
| Permanent Pavement Striping | 700.00 |
| Temporary Erosion Control | 2,500.00 |
| City Irrigation | 1,600.00 |
| Permanent Signs | 1,500.00 |
| Remove and Reinstall Signs | 200.00 |
| Roadside Seeding and Mulching | 500.00 |
| 4½% Contingencies | 11,792.63 |
| 10% Engineering | 26,205.85 |
| ESTIMATED TOTAL COST | $300,056.98 |

City's Advance Deposit:
7% of $300,056.98 = 21,003.99 or say $21,000.00

AD-21,000 Rec.
Notified Ayers - Boyd
7-7-78

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $21,000.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

FFH:cw

bc w/AD#455: Vern Skoog - Please return completed AD#455 when check is returned

Y762

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

May 11, 1978

Dear Mr. Alsing:

This will acknowledge receipt of Check No. 19193 in the amount of $520.00 for the city's share in a program change and right-of-way acquisition on the Grandview Drive-Chestnut Street (Ashland) Secton.

By a copy of this letter I am transmitting this check to Mr. Skoog, Controller, in the Finance Section in Salem for further processing.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

By JACK AYRES
Acting Regional Federal-Aid Engineer

JA/cao
cc: D.H. Moehring
V.E. Skoog
George Thornton
Bill Maude

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
MAY 15 1978
File: PM FA
LG OP
TAA GARY

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658 PRO 6

April 5, 1978

Mr. Al Alsing
City Engineer
City of Ashland
City Hall
Ashland, OR 97520

Dear Al:

I am requesting from the City of Ashland, a check in the amount of $520 for their share in a program change and for acquisition of right-of-way on the Grandview Drive-Chestnut St. (Ashland) Section.

Evidently we have had FHWA approval on this for sometime but somehow it was overlooked. So we are making this request at this time.

Sorry for the delay.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark
By GLEN L. CLARK
Regional Federal-Aid Engineer

$520.00

GLC/cao
cc: D.H. Moehring
George Thornton
Bill Maude
Virgil Wilson

11-0000-347

11-347
R.A.N

Bob -
Please forward funds.
Charge FAUS-Wimer St
project
Al

8762

FHWS

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

PRO 6

April 5, 1978

Mr. Al Alsing
City Engineer
City of Ashland
City Hall
Ashland, OR 97520

Dear Al:

I am requesting from the City of Ashland, a check in the amount of $520 for their share in a program change and for acquisition of right-of-way on the Grandview Drive-Chestnut St. (Ashland) Section.

Evidently we have had FHWA approval on this for sometime but somehow it was overlooked. So we are making this request at this time.

Sorry for the delay.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: D.H. Moehring
George Thornton
Bill Maude

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
APR 6 1978
File: PM FA
TAA ________ LG OP

8762

4-5-78

8

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-3920(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-88

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 4-5-78 | 4-5-78 | FAU 3920 |
| | | STATE ROUTE NUMBER<br>City Street |

GENERAL LOCATION:

"Grandview Drive and Wimer Street (Ashland)"

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave and Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ XX OTHER (Specify): Permanent Pavement Striping (SF) $700
Temporary Erosion Control (EW) $500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 31, 1978 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $239,004, Federal funds $205,064.

A signed copy of the Title Sheet is returned herewith.

Swan
Wimer
11-10

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-5-78 | G. K. Hosner | for Division Administrator |

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-757

8762 — 3-21-78 — FAUS — 715

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-3920(2)
Project Name Grandview Dr. & Wimer St. (Ashland)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

CC: DE Swan
CT Kenney
R. TRIGSTAD

Signed at Ashland, Oregon, this 28th day of March, 1978

City of Ashland

Mayor

Certified By:

Regional Right-of-Way Supervisor
Date 4-3-78

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
APR 4 1978
M
File: PM ~~FA~~
LG OP
TAA

Acting
City Recorder

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/76

Ashland

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/21/78
Donald L Rust

4-27-78 Bid Letting ______________ All Clear Deadline

SECTION GRANDVIEW DR. & WIMER ST. (ASHLAND)
Highway City Sts
County Jackson Region 3
Type of Work G. P Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR |
|---|---|---|---|---|---|
| **DOCUMENTS:** | | | | | |
| EIS | ☒ | ☐ | ☐ | ☐ | ☐ |
| Negative Declaration | ☒ | ☐ | ☐ | ☐ | ☐ |
| Project Assessment | ☐ | ☒ | ☐ | ☐ | ☒ |
| Write-off Letter | ☒ | ☐ | ☐ | ☐ | ☐ |
| **PERMITS:** | | | | | |
| Division of State Lands | ☒ | ☐ | ☐ | ☐ | ☐ |
| D.O.G.M.I. | ☒ | ☐ | ☐ | ☐ | ☐ |
| Corps of Engineers | ☒ | ☐ | ☐ | ☐ | ☐ |
| Coast Guard | ☒ | ☐ | ☐ | ☐ | ☐ |
| Co. Conditional Use | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Air Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| NPS Water Pollution | ☒ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| | ☐ | ☐ | ☐ | ☐ | ☐ |
| **CULTURAL:** | | | | | |
| Cultural Survey | ☐ | ☒ | ☐ | ☐ | ☒ |
| Cultural Salvage | ☒ | ☐ | ☐ | ☐ | ☐ |
| **NOISE:** | | | | | |
| Noise Study | ☒ | ☐ | ☐ | ☐ | ☐ |

8762

Skoog

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE XXXXXXX 672-6658 PRO 6

November 2, 1977

Mr. Robert D. Nelson
Director of Finance
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Nelson:

This office was given a copy of your letter of October 14, 1977, pertaining to a recent billing for $162.20 for right-of-way estimates for the City of Ashland's FAUS Grandview Drive-Chestnut Street project no. M-3920(1).

You are correct that you have already placed an advance deposit for the preliminary engineering phase of your project. The Federal Highway Administration has approved that phase of the project.

You have an agreement with the state for right-of-way acquisition. The FHWA has not approved that phase of the project.

The original liaison work to establish a rough estimate of the cost of the acquisition phase should have been charged to preliminary engineering. By a copy of this letter I am asking Mr. Skoog, Controller, to transfer charges to prefix 315-1938-913 involving the $162.20 billing under consideration.

We are sorry for the inconvenience. If you have any further questions please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
cc: Bruce Boyd
D.H. Moehring
George Thornton
Ron Busey
V.E. Skoog ✓

5762

FAUS

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

October 25, 1977

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Region 3 R/W Supervisor

SUBJECT: File 49706
Wimer Street (Ashland)
Jackson County
FAUS

Attached you will find one revised option form in sextuplet covering right of way to be acquired in connection with the Wimer Street (Ashland) Section in Jackson County.

Parcel #2 on this file has been revised to miss a tool shed.

Enclosed, for your information, is a copy of the Revision Request.

We are attaching three prints of a section of map 10C-50-3 covering this area and bearing our date of October 24, 1977.

| File No. | Name | Area |
|---|---|---|
| 49706 | Robert Bruce Allen, Jr., et al | 84 sq. ft., Parcel 1<br>750 sq. ft., Parcel 2 easement |

AC:mp

Enc. - Option, revision request, maps

cc: A. Shirley, Jr., w/2 prints
Milner Mead, w/1 print
Frank Lowe
Title, w/1 print
Armand Riveness, w/Exhibit
Don Harwell, Co-City

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 26 1977
TAA
File: PM FA
LG OP

8762

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 920 (2)

STATE PROJECT NO. See Below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70409

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-19-77

FEDERAL ROUTE NUMBER FAU 3920

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Grandview Drive - Chestnut St (Ashland) Section"

GENERAL DESCRIPTION OF WORK:

Program Change and Acquisition of right of way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
X☒ OTHER (Specify): Program Change
Add to Character of Work- Right of Way

X☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-14-77 letter, I approve the program change and you are authorized to proceed with all phases of right of way acquisition at a TEC NTE $7,300 - F.F. $6,260.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

NOTED
F. B. KLABOE

Swan
11-4-77

DATE 10-19-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

5762

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 14, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 70409
Project No. M-3920(2)
Grandview Dr.-Chestnut St. (Ashland) Sec.
Jackson County

Attached is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of a minor program change to the FY 77 Annual Program to include "Right-of-Way Phase", at an estimated total cost of $7,300.

(2) Authorization to proceed with the actual acquisition to the right-of-ways as outlined in red on the attached right-of-way map 10C-50-3. Since no improvements are within the areas to be acquired there will be no relocation. Authorization to proceed as requested at the estimated total cost of $7,300 will result in an obligation of $6,260 in federal funds.

CL:ljt
Att.

cc: A. Shirley, Jr., Reg. 3
J. B. Boyd
F. Lowe
✓ G Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

October 14, 1977

**FEDERAL-AID**

(P

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces): City Sts., Grandview Dr. & Wimer St. (Ashland) 21 65

| ADT | PRESENT | FUTURE |
|---|---|---|
| | *200<br>**100 | 280<br>150 |

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces): Right-of-way Acquisition 28 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. (74)

CARD

CLASS OF FEDERAL FUNDS: [✓ Urban System]

NAME OF URBAN AREA: Ashland

17-31

COUNTY NAME: J

ROUTE NO. U

FEDERA 3920

ESTIMATED PROJE

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | FEDERAL FU |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | | | |
| 5 | | | | | **ROW** (TOPICS) | | "Grandview Dr.-Chestnut St. (Ashland) Section" | 0.36 | 7,300 | 6,260 |
| 5 | | | | | **CONST** (CODE) | | | | | |

| CARD | CODE | PREPARED BY | PROJECT TOTALS | MILES | TOTAL ESTIMATED COST | FEDERAL FU |
|---|---|---|---|---|---|---|
| 1 | 1 | CL | | 0.36 | 7,300 | 6,260 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) |

*ADT Wimer St.
**ADT Grandview Dr.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

(PPM 21-1)

| | | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
|---|---|---|---|---|---|---|---|---|---|
| nd) 68 | **ADT** | *200<br>**100 | 280<br>150 (66) (70) | 97 (71) (72) | 10 | Oregon | 41 (2) (3) | W32 (4) (9) | 70409 (14) (18) |

| AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER (S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
|---|---|---|---|---|---|---|---|---|---|
| (69) | (70) | (71) | (72) (73) | (74) (75) | M- 14 23 | 3920 7 | (2) 13 | (24) (26) | 27 |

COUNTY NAME .Jackson CODE 029 (14) (16)

ROUTE NO. U FEDERAL-AID 3920 (32) STATE City St. (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

| LES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS |
|---|---|---|---|---|
| (58) | (59) (66) | (67) (76) | | |
| | | | | |
| .36 | 7,300 | 6,260 | 520 | 520 (City) |
| | | | | |
| .36 | 7,300 | 6,260 | 520 | 520 (City) |
| | (16) (23) | (24) (33) | | |

CHARACTER OF PROPOSED WORK
(Full description)

ROW - 47' min.;
Access Control-none;
Parking Restrictions-
partial.

REMARKS Additional data see item M-68,
Project No. M-3920(1)

ADT Wimer St.
ADT Grandview Dr.

-over-

USCOMM DUSCOMM-DC 48905-P61

GRANDVIEW DR.-CHESTNUT ST. (ASHLAND) SECTION

PROJECT NO. M-3920(2)

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction on existing alignment to provide for a 32 to 36 foot curbed roadway for two travel lanes with parking.

NOTE: 1) This project is in Congressional District No. 4.

2) No relocation assistance is involved.

8762 8-3-77

| INDEX OF SHEETS | |
|---|---|
| SHEET NO. | DESCRIPTION |
| 1 | Title Sheet |
| 2 | Typical Section & Details |
| 2A | Details & Summary |
| 2B | Temporary Protection & Direction of Traffic |
| 2C | Pipe Data |
| 3,4 | Plan & Profile |
| 4A | Profiles |

(Not Incl)

STATE OF O

STATE HIGHWA

PLANS FOR PROPOSE

# GRANDVIEW DR. & WIME

FAU 3920(CITY(

JACKSON CO

Drg. No.
32714 - Retaining Wall

EQUA.
WILEY
ST
ROGUE
WIMER
DR

Sketch M
Scale

APPROVED
CITY OF Ashland
BY MAYOR Gary L Prickett
BY RECORDER Nan E Franklin
DATE August 3, 1977

PRELIMINARY COPY
SUBJECT TO CHANGE

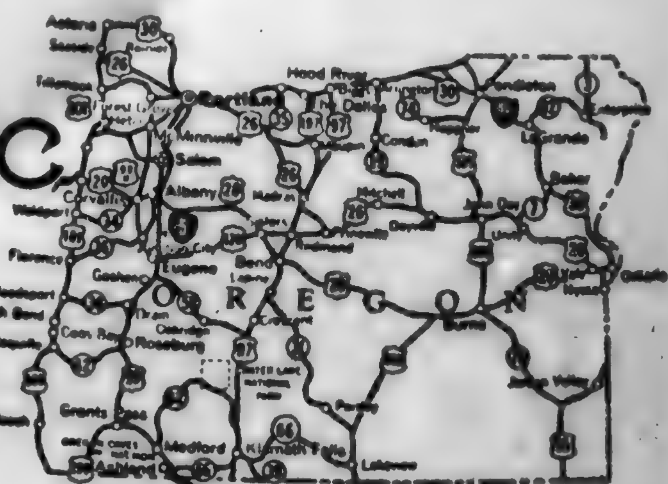
Hildebrandt

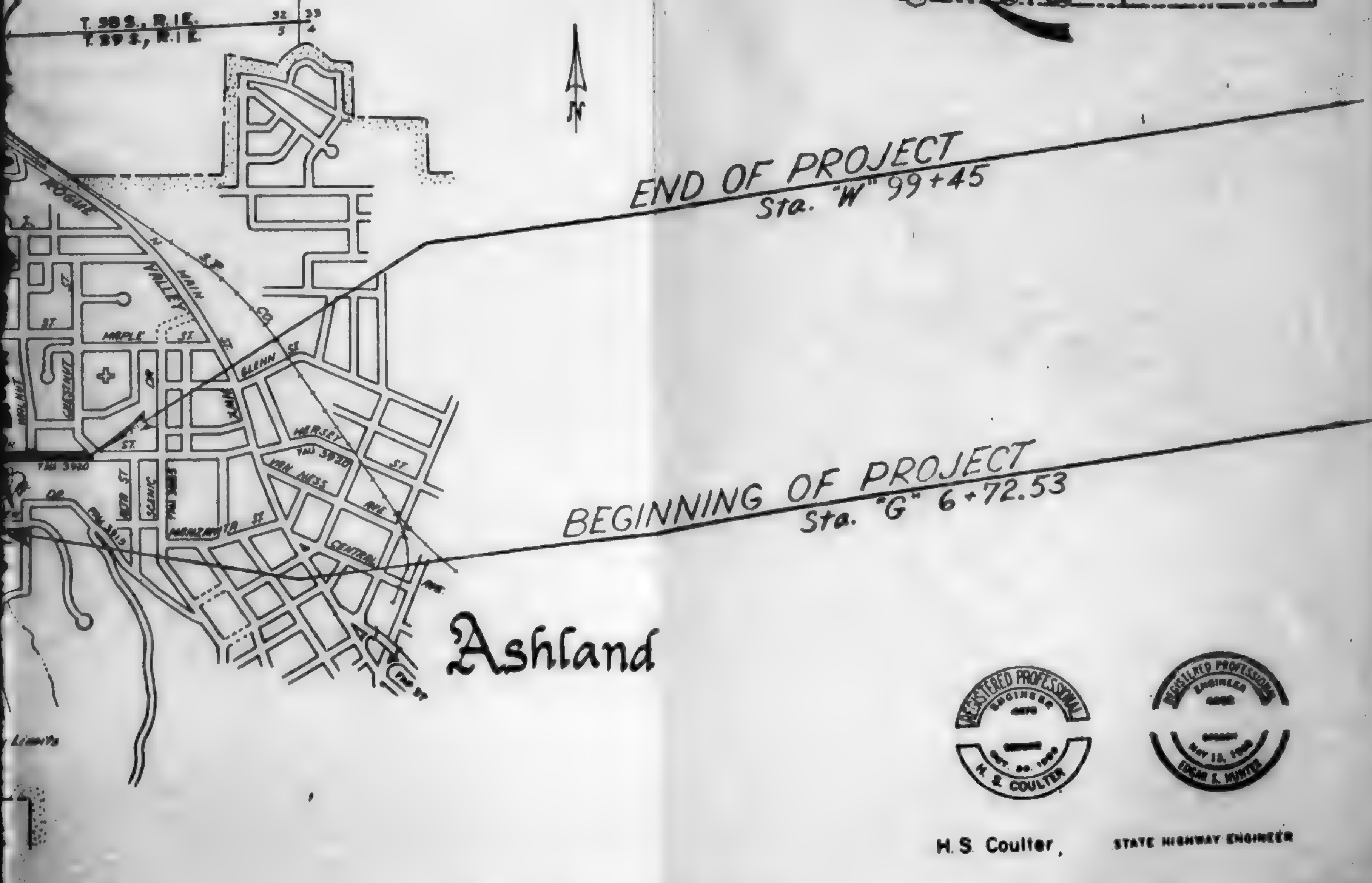
| Grandview Dr. & Wimer St.(Ashland)Sec.<br>FAU 3920(City Streets)<br>Jackson County | | | | Sheet No.<br>1 |
|---|---|---|---|---|
| Fed Road Div. No. | State | Project Number | Fiscal Year | Total Sheets |
| 10 | OREGON | | | See Index |

PRELIMINARY COPY
JUN 0 9 1977
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON
HWAY DIVISION
PROPOSED PROJECT

# WIMER ST.(ASHLAND)SEC.
O(CITY STREETS)
SON COUNTY




T. 38 S., R. 1 E.
T. 39 S., R. 1 E.
32 33
5 4
N
ROGUE
VALLEY
N MAIN
S.P. CO.
MAPLE ST
GLENN ST
HERSEY ST
VAN NESS AVE
FAU 3920
CENTRAL AVE
END OF PROJECT
Sta. "W" 99+45
BEGINNING OF PROJECT
Sta. "G" 6+72.53
Ashland
City Limits

Sketch Map
0 800 1600 Feet

H. S. Coulter, STATE HIGHWAY ENGINEER

E. S. Hunter DEPUTY STATE HIGHWAY ENGINEER

**OREGON TRANSPORTATION COMMISSION**

| | |
|---|---|
| Glenn L. Jackson | CHAIRMAN |
| Gordon Coleman | COMMISSIONER |
| Michael P. Hollern | COMMISSIONER |
| Peter J. Brix | COMMISSIONER |
| Tom Walsh | COMMISSIONER |
| Robert A. Burco | DIRECTOR OF TRANSPORTATION |
| Fred B. Klaboe | ASSISTANT DIRECTOR FOR OPERATIONS |

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ENGINEER DATE

8762

8

STATE OF OREG

INTEROFFICE MEMO

DATE: July 29, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Revision and Update
Wimer St. and Grandview Dr.
City of Ashland
Jackson County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
8-1-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 3 : Alfred Shirley, Jr.
District 8 : G. H. Thornton
Region 3 Geologist: Elliott Parker
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 28 '77
REFER TO
FOR
Info Inves [illegible] D/R [illegible]

Ashland

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 21, 1977

FILE:

W. E. Cole

FROM: W. E. Cole
Design Engineering Supervisor

SUBJECT: Grants Pass-New Hope Road
Jacksonville Highway
Josephine County

Grandview Dr.-Wimer St. (Ashland)
FAU 3920 (City Streets)
Jackson County

TO: MEMORANDUM TO THE FILES

A design review was held in Medford on the subject projects. In attendance were:

J. J. Gix - Roseburg
George Thornton - Medford
Earl Purdy - Medford
Jack Ayres - Roseburg
Ron Busey - Grants Pass
Don Haynes - Salem
W. E. Cole - Salem

RECEIVED
JUN 21 1977
ROAD DESIGN SECTION

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
Tr

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

**Remarks:**

**Grants Pass-New Hope Road**

1. The base design was reviewed and due to the wet subgrade condition it was decided to retain the 4-inches of aggregate base and was advised that this would also provide a cushion and level course for paving.

2. Embankment foundation excavation is anticipated on this project. Ron Busey will review with the maintenance foreman and send in the locations of the poor foundation areas.

3. Several new curbed driveways were noted. Ron Busey will locate these and send in with recommended drainage revision.

4. Don Shaffer recommended that the proposed bikeway be moved from the 7' portland cement concrete walk to the shoulder area by increasing the shoulder width from 3' to 6' and reducing the walk from 7' to 5'. All those present recommended the typical section not be changed due to the heavy traffic anticipated and locating the bikeway in the roadway area would be very hazardous. Pacific Northwest Bell has relocated their manholes in the proposed walk area and moving the curb as Shaffer recommends would cause 8 or 9 of these to be reconstructed at considerable expense.

5. The soil encountered on this project is decomposed granite and Region does not think that erosion will be a problem. Savage has set up approximately 1.7 acres for seeding and mulching.

Grandview Drive & Wimer Street (Ashland) Section

1. Temporary protection and direction of traffic signing plans were reviewed and a minor revision was recommended.

2. Region recommends the construction of the proposed retaining wall be allowed during the dry season only due to the foundation problem of the existing wall. The specifications should clearly state this.

3. We attended an informal meeting with the local property owners at the City Hall in Ashland on Wednesday from 7:30 pm to 8:45 pm. Earl Purdy will follow up with a Memo on this meeting.

WEC:jh
cc: To All Participants
Art Brummitt
Don Shaffer

8762

Ashland

FORM 81-734-3030

**OREGON STATE HIGHWAY DIVISION**

INTER-OFFICE CORRESPONDENCE

FILE:

Medford, Oregon 97501
June 16, 1977

Earl C. Purdy

FROM: Earl C. Purdy
Resident Engineer

SUBJECT: Wimer and Grandview Project
City Street
Ashland, Oregon

TO: Memo to File

At 7:30 on Wednesday, June 15, 1977, a neighborhood meeting regarding design plans on the above subject project was held in the City of Ashland Council Chambers.

The following state and city officials attended the meeting: Bill Cole and Don Haynes of Salem Road Design, Bob Simpson of Region R/W office, Elmer Wooldridge and Earl Purdy of the Medford office, and Jim Olsen, City of Ashland Engineer.

The meeting was attended by five persons who represented the interested property owners within the project area.

The purpose of the meeting being informal and informational, a format of questions and answers was pursued.

In summary, there were three concerns expressed by those attending.

1. Safety for children walking on the 20% grade and in the street during severe weather conditions. It was suggested that steps might be incorporated into the design. (Mrs. Mann)
   Response: Step concept would be difficult to design for children as well as adults and would be very costly. Further investigation into paving the four foot berm back of the curbs would add to pedestrian safety and help control errosion will be conducted.
2. Trees and shrubs: removal of these plantings for the curb and berm construction at the corner of Walnut and Wimer will expose the privacy of those living at this corner. (Mr. and Mrs. Allen)
   Response: Since the trees were planted on easement dedicated to the City of Ashland, their removal without reimbursement or replacement is within legal rights. It is recomended that, with approval of the City of Ashland, the state R/W agent working on the project determine the type, quantity and cost of screen planting necessary to return a reasonable amount of privacy.
3. That the money remaining from the $10 front foot assessment that is not used in the 7% city participation of the project cost be returned in the form of walkways (No. 1), trees and shrubs (No. 2) or cash to the property owners.
   Response: This is an internal affair and should be handled at the City of Ashland level.

c: Jim Gix
Bill Coles ✓
Virgil Wilson
Al Elsing

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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
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RECEIVED
JUN 20 1977
ROAD DESIGN SECTION

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Other

F+US 9762 Ashland

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 9, 1977

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Virgil Wilson
Reg. R/W Supervisor

REGION 3

SUBJECT: File 49700 et al

Wimer St. (Ashland) Sec.
City Street
Jackson County

Attached you will find nine original Option forms in sextuplet covering right of way to be acquired in connection with the Wimer Street (Ashland) Section of a City Street in Ashland in Jackson County.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of June 6, 1977.

We are attaching three prints of Map 10C-50-3 covering this area and bearing our date of June 9, 1977.

| File No. | Name | Area |
|---|---|---|
| 49700 | Vera H. Lawson | 200 sq. ft.<br>3,460 sq. ft. |
| 49701 | Melvin G. & Lorraine T. Haptonstall | 200 sq. ft.<br>8,070 sq. ft. |
| 49702 | John A. Drager et al | 3,000 sq. ft. |
| 49703 | Neil and Susan J. Mann | 550 sq. ft. |
| 49704 | William S. & Delorys W. DeVenney | 63 sq. ft. |
| 49705 | Merle E. & Shirley Gilbert | 60 sq. ft. |
| 49706 | Robert Bruce Allen, Jr. et al | 84 sq. ft.<br>863 sq. ft. |
| 49707 | Vernon L. & Olive E. Ogle | 2,625 sq. ft. |
| 49708 | Howard W. & Wilma J. Terry | 150 sq. ft. |

PROJECT MANAGEMENT
JUN 9 '77
REFER TO
FOR
Info Investigate R/D Action File Letter See me

AC:nn
Enc. 9 Options, etc.
cc: A. Shirley/2 prints
Milner Mead/1 print & Auth. List
Frank Lowe
Title/1 print
A. Riveness/Exhibit
✓Don Harwell

N

2762 C

Salem, Oregon
June 7, 1977

W. E. Cole
Design Engineering Supervisor

Alfred Shirley, Jr.
Region 3 Engineer

Attn: J. J. Gix
Region 3 Construction Engineer

Grants Pass-New Hope Rd.
Jacksonville Highway
Josephine County

Grandview Dr.-Wimer St. (Ashland)
FAU 3920 (City Streets)
Jackson County

A plan-in-hand review will be held on the subject projects in Medford at Resident Engineer Earl Purdy's office on Wednesday, June 15, 1977, at 8:00 a.m. Please notify me by June 10, 1977, if you plan to attend.

After these projects were received from Location the following revisions or additions were made in the original design concept. Please review these when you receive your preliminary set of project plans.

## GRANDVIEW DR.-WIMER ST.

The retaining wall (Sta. 95+32 to Sta. 97+48 Rt.) was re-designed because the existing wall that is to be left in place has no footing and is stabilized only by deadmen. The cost of the wall increased $25,250.00.

Special (CG-1 Modified) inlets were introduced on this project as recommended by our Hydraulics Section. Also special grates were used because of the steep grades encountered. This new grate has been demonstrated to be 70% more efficient than our standard special grate.

## GRANTS PASS-NEW HOPE ROAD

The proposed irrigation system was re-designed and approved by the Grants Pass Irrigation District.

A cost analysis indicated that P.C. walks cost less than the proposed asphalt concrete walks. These were approved by Don Shaffer for the bikeway providing that expansion joints be deleted in the general specifications.

A cost comparison of Type "A" and Type "C" curbs with storm drains was made and it was found that the use of Type "A" curbs was more economical.

The retaining wall (Sta. 17+33 to Sta. 18+62 Rt.) was moved from the curb line to back of the walk.

Numerous driveways were revised as per Right-of-Way obligations.

WEC:az
cc: Tom Lowe, F.H.W.A.
C. T. Keasey
Gary Potter
Art Brummitt
Fred Yarbrough

1 Versteeg
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Swenson
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8

Form FHWA 121 (Rev. 5-73)

**UNITED STATES GOVERNMENT**

*Memorandum*

**DEPARTMENT OF TRANSPORTATION**
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: May 31, 1977

In reply refer to: HB.3

SUBJECT: PROJECT ASSESSMENT
Oregon Project M-3920(1)
Wimer St. & Grandview Dr.
Ashland, Oregon
Jackson County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 3, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 3, Englemann)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
[illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

orig to

8762

ashland

Salem, Oregon
May 23, 1977

W. E. Cole
Design Engineering Supervisor

Earl G. Purdy
Resident Engineer

Grandview Dr. & Wimer St. (Ashland)
FAU 3920 City Street
Jackson County

Enclosed please find platted cross-sections and profiles showing the four driveway locations on Wimer Street. Please review and send back your comments.and/or suggested revisions. The driveway right of Station 91+22 is the bad one as you can see. Request that you develop a vicinity map of this area so we can better determine the length of the proposed retaining wall.

WEC:az

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Savage
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MAY 23 1977
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Other________

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9

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

# LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-3920 (1)

STATE PROJECT NO. See below

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-88

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 14 '77
REFER TO [illegible]
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-23-77

FEDERAL ROUTE NUMBER FAU 3920

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Grandview Dr.-Chestnut St. (Ashland)

GENERAL DESCRIPTION OF WORK:

Program change and Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
Utility adjustment
(City of Ashland)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Based on the request for approval of utility work from Mr. Preston on 5-13-77, I approve a program change adding adjustment of utilities to the project effective 5-23-77. You are now authorized to proceed with the actual adjustment on the City of Ashland's Irrigation Lines on an actual cost basis estimated not to exceed $1,528 - Federal funds $1,311.

I approve the agreement with the City of Ashland consisting of your Regional Utility Engineer's letter of 5-5-77, The City of Ashland's letter of 5-2-77 and the plans and estimate furnished by Mr. Preston's 5-13-77 letter.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the FHPM.

DATE 5-23-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

8762

ROW-18-4 9

**OREGON STATE HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 13, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

Irrigation Line Adjustments
City of Ashland
Grandview & Wimer Sts. (Ashland)
Jackson County

Dear Mr. Green:

Here are two copies of an actual cost estimate to adjust the City's facilities, dated May 2, 1977, and a sketch map showing their proposed relocation.

A certification prepared by Jack Ayres as to the City's rights in the land occupied by their facilities is in our files.

The City learned of these conflicts from our preliminary plans and since they have a crew available to do the work at this time, and it is entirely possible that the crew could be occupied with other work near our proposed construction time, the City has requested that they be given authorization to proceed with this work as soon as possible. The relocation agreement will, therefore, consist of the estimate and sketch map submitted herewith and our letter authorizing them to proceed with the work.

A permit is not appropriate since this work will be performed on a city street.

The State is not entitled to a credit for expired service life under the provisions of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. The estimated cost to the State is $1,528.26.

Yours truly,

Phil Preston
Utility Special Studies Engineer

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 16 '77
REFER TO

FOR

| Info | Inves | B/D | B/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

PP:db
Enc.

cc: H. S. Coulter
~~D. E. Swan~~
Robert Church

Form 81-734-3123

F7-2 FAUS

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

REVISED

Section: Grandview Drive-Chestnut St. (Ashland)
Highway: FAU 3920
County: Jackson
Prefix: 315-1938
Res. Engr. Earl Purdy

Date April 19, 1977
Ten Year Traffic Coefficient 4.8
18 kip s.a. per day 1.5
R value 20
Frost Penetration - - - -
CBE Total Requirement 14.0"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 2.0" | A.C. | 4.0 |
| 5.0" | P.M.B.B. | 9.0 |
| 7.0" | | 13.0" |

PROJECT MANAGEMENT
APR 26 '77
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | = 2.0" Aggregate Base |
| 1.0" | Cement Treated Base | = 1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = 1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | = 1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | = 1.5" Aggregate Base |
| 1.0" | Oil Mat | = 1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | = 1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | = 0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

NOTED
[illegible]NOR C. HOLMES

8762

Ashland

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Medford, Oregon 97501
March 11, 1977

FROM: Earl C. Purdy
Resident Engineer

SUBJECT: Wimer St. - Grandview Dr. Section
FAU 3920 - Ashland
Jackson County

TO: Alfred Shirley
Regional Engineer

Attention: John Grassman

Please forward the attached letter from the City of Ashland concuring with the design alternative #2 on the above subject Section to appropriate unit so that it may become part of the project documentation.

Earl C. Purdy

RECEIVED
MAR 24 1977
ROAD DESIGN SECTION

Versteeg
Olson
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Scott
Swenson
Savage
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MAR 23 1977
LOCATION SECTION

CC: Frank Terran ✓
w/ attach.

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Lou WE
Sample
Wilson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

**DEPARTMENT OF PUBLIC WORKS**
Allen A. Alsing, Director

**CITY HALL**
503-482-3211

**City of Ashland**
ASHLAND, OREGON
97520

March 4, 1977

Mr. Elmer H. Wooldridge
Oregon State Highway Division
1019 N. Riverside Ave., Room 9
Medford, OR 97501

Dear Mr. Wooldridge:

We have reviewed the Wimer Street/Grandview Drive information which you forwarded February 16, 1977.

In light of the way costs are going, lack of funds, and shortage of time, we would agree that Proposal #2 is probably most viable.

We would recommend that design work proceed on this proposal and that the cost estimates be completed as soon as possible so that an evaluation can be made and the project be expedited.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

A3/em

8762 8

FORM [illegible]-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 9, 1977

FROM: Adele L. Egan
Right of Way Office Manager

TO: Virgil Wilson
Region 3 R/W Supervisor

SUBJECT: Right of Way Services
Agreement #57
City of Ashland
Grandview Drive-Chestnut Street
Misc C&A ~~6058~~ 5121

MISC. CONTRACTS and AGREEMENTS No. 5121

Attached is an original copy of the Services Agreement with the City of Ashland for the Grandview Drive-Chestnut Street project. Also attached is a copy for your file.

The prefix for work on this project is 7894 -37.

AE
mp
Attach.s

cc: Cecil Head, w/orig.
Bob Warberg, w/c
Local Programs Unit, w/c
Title, w/c

NOTED
C. W. HEAD

8762

OREGON STATE HIGHWAY DIVISION

WIMER STREET & GRANDVIEW DRIVE
FAU 3920 (ASHLAND)

EARL C. PURDY, RESIDENT ENGINEER

FEBRUARY, 1977

QUANTITY SUMMARY & ESTIMATE OF COST
ALTERNATE #2

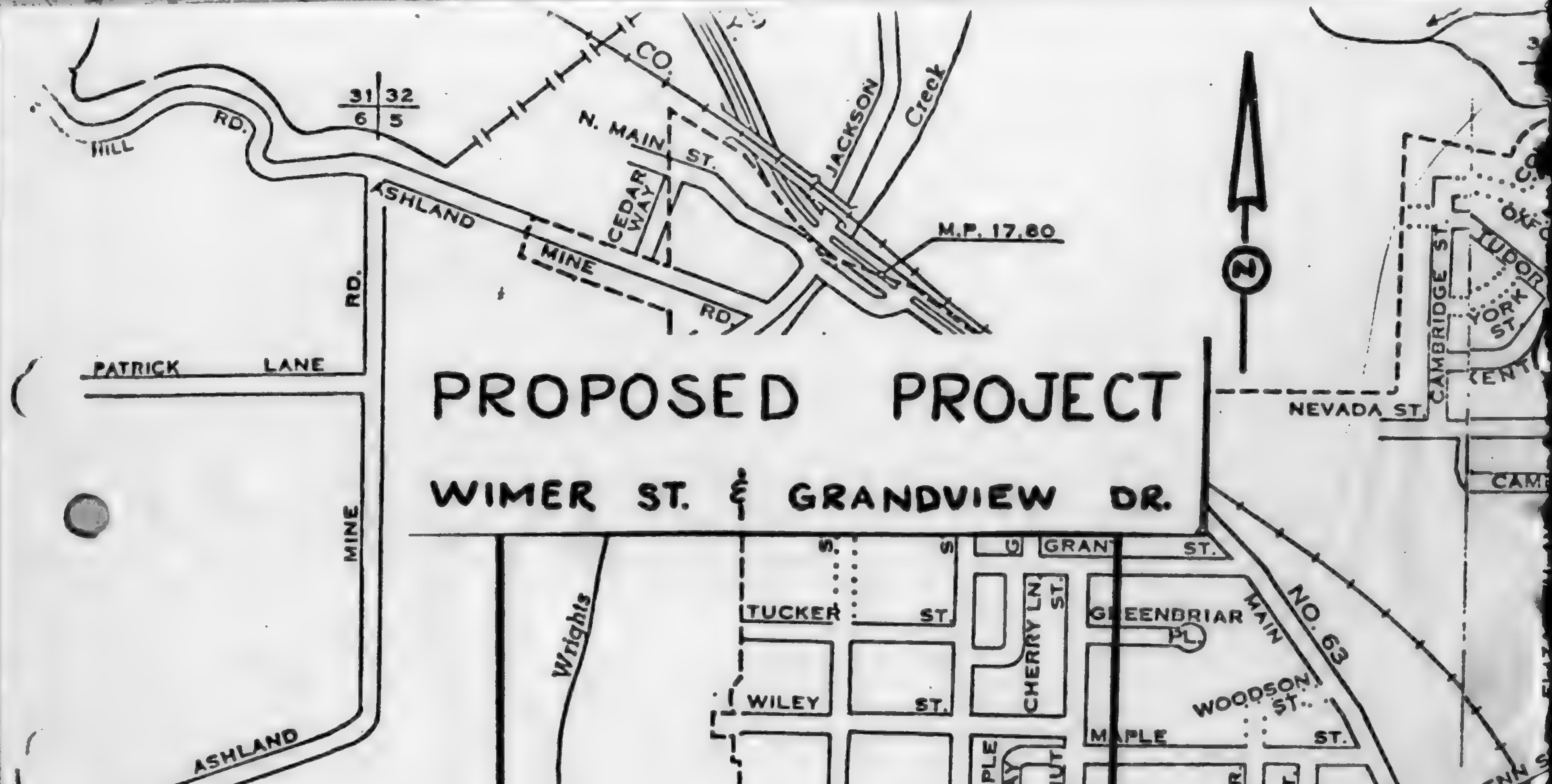
| INDEX TO CALCULATIONS PAGE | ITEM NO. | | UNIT | QUANT | ALLOW | TOTAL QUANT | UNIT PRICE | COST |
|---|---|---|---|---|---|---|---|---|
| 6 | 1 | MOBILIZATION | ALL | | | | | 11,275 |
| 6 | 2 | TEMPORARY PROTECTION & DIRECTION OF TRAFFIC | ALL | | | | | 1,409 |
| 31 | 3 | TEMPORARY SIGNS | S.F. | 164 | 16 | 180 | 6.00 | 1,080 |
| 32 | 4 | TEMPORARY BARRICADES | EA | 21 | | 21 | 60.00 | 1,260 |
| 6 | 5 | FLAGMAN | HOUR | 40 | | 40 | 16.00 | 640 |
| 33 | 6 | CLEARING & GRUBBING | ALL | | | | | 3,000 |
| 34 | 7 | REMOVAL OF STRUCTURES & OBSTRUCTIONS | ALL | | | | | 300 |
| 35-39 | 8 | GENERAL EXCAVATION | C.Y. | 3,250 | 150 | 3,400 | 4.00 | 13,600 |
| 44 | 9 | TRENCH EXCAVATION | C.Y. | 556 | 4 | 560 | 8.00 | 4,480 |
| 40 | 10 | FINISHING ROADBED & SLOPES | ALL | | | | | 600 |
| 43 | 11 | WATERING | M-GAL | 9 | 1 | 10 | 6.00 | 600 |
| 41-43 | 12 | PLANT MIX BITUMINOUS BASE | TON | 1,687 | 13 | 1,700 | 13.00 | 22,100 |
| " | 13 | 3/4-0 AGGREGATE BASE | C.Y. | 98 | 2 | 100 | 12.00 | 1,200 |
| " | 14 | CLASS "B" ASPHALTIC CONCRETE MIXTURE | TON | 729 | 21 | 750 | 13.50 | 10,125 |
| " | 15 | ASPHALT CEMENT IN MIXTURE | TON | 149 | 1 | 150 | 90.00 | 13,500 |
| 44-48 | 16 | 8-INCH SEWER PIPE | L.F. | 410 | | 410 | 5.50 | 2,255 |
| " | 17 | 10- " " " | " | 582 | 8 | 590 | 6.50 | 3,835 |
| " | 18 | 12- " " " | " | 636 | 4 | 640 | 8.00 | 5,120 |
| " | 19 | 15- " " " | " | 300 | | 300 | 9.50 | 2,850 |
| " | 20 | EXTRA FOR PIPE UNDER PAVEMENT | " | 62 | | 62 | 10.00 | 620 |
| " | 21 | CONCRETE INLETS, TYPE CG-1 | EA | 16 | | 16 | 500.00 | 8,000 |

ALTERNATE # 2

| | ITEM NO. | | UNIT | QUANT | ALLOW | TOTAL QUANT | UNIT PRICE | COST |
|---|---|---|---|---|---|---|---|---|
| 47 | 22 | SPECIAL CONCRETE INLETS, WITH DOUBLE G-1 GRATE | EA | 4 | | 4 | 700.00 | 2,800 |
| 49 | 23 | CONCRETE CURB WITH 1'-6" GUTTER | L.F. | 3,610 | 90 | 3,700 | 6.00 | 22,200 |
| 50 | 24 | EXTRA FOR ASPHALT APPROACH | EA | 9 | 1 | 10 | 175.00 | 1,750 |
| 42 | 25 | ADJUSTING MANHOLES | EA | 7 | | 7 | 175.00 | 1,225 |
| 44 | 26 | ADJUSTING CLEANOUT | EA | 2 | | 2 | 75.00 | 150 |
| 51 | 27 | SETTING MAIL BOX POSTS | EA | 9 | 1 | 10 | 50.00 | 500 |
| 52 | 28 | SHORING & CRIBBING | ALL | | | | | 400 |
| 53 | 29 | STRUCTURE EXCAVATION | C.Y. | 124 | 6 | 130 | 15.00 | 1,950 |
| 54 | 30 | STRUCTURAL CONCRETE IN RETAINING WALL | " | 43 | 4 | 47 | 175.00 | 8,225 |
| 54 | 31 | REINFORCEMENT IN RETAINING WALL | LB. | 2,705 | 15 | 2,720 | .35 | 952 |
| 55 | 32 | REMOVE & REINSTALL SIGNS | ALL | | | | | 200 |
| 56 | 33 | PERMANENT SIGNS | ALL | | | | | 1,405 |
| 57 | 34 | FURNISHING & PLANTING SHRUBS & TREES | ALL | | | | | 4,000 |
| 58 | 35 | ROADSIDE SEEDING & MULCHING | ACRE | 0.41 | .04 | .45 | 700.00 | 315 |
| | | SUBTOTAL - CONTRACT ITEMS | | | | | | 153,621 |
| | | ENGINEERING & CONTINGENCIES - 15% | | | | | | 23,043 |
| | | ADDITIONAL ANTICIPATED ITEMS: | | | | | | |
| | | ADJUSTMENT OF WATER LINES | | | | | | |
| | | R/W, EASEMENTS, DAMAGES | | | | | | |
| | | STRIPING (SFO) | | | | | | 100 |

TOTAL COST

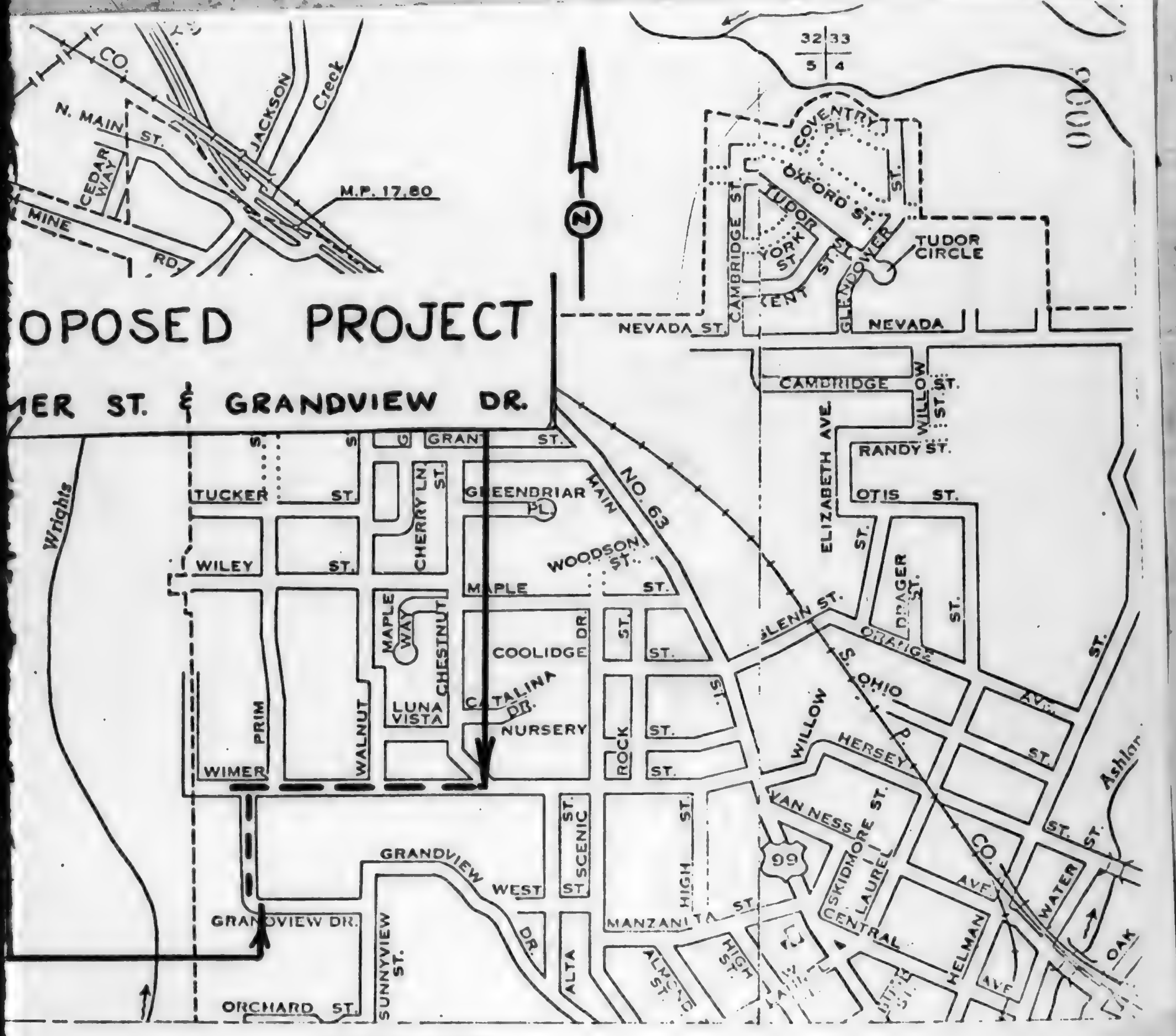
176,764



PROPOSED PROJECT

WIMER ST. & GRANDVIEW DR.

HILL RD.
31 32
6 5
CO.
ASHLAND
MINE RD.
N. MAIN ST.
CEDAR WAY
JACKSON
Creek
M.P. 17.80
PATRICK LANE
RD.
MINE
ASHLAND
NEVADA ST.
CAMBRIDGE ST.
OXFO
TUDOR
YORK ST.
CAM
Wrights
GRANT ST.
TUCKER ST.
CHERRY LN.
ST.
GREENBRIAR PL.
MAIN
NO. 63
WILEY ST.
WOODSON ST.
MAPLE ST.
MAPLE WAY
CHESTNUT
COOLIDGE DR.
ST.
ST.
GLENN
LUNA VISTA
CATALINA DR.
NURSERY ST.
PRIM
WALNUT
WIMER
ROCK ST.
ST.
WILLOW
VAN NE
GRANDVIEW WEST DR.
SCENIC ST.
HIGH ST.
99
GRANDVIEW DR.
SUNNYVIEW ST.
MANZANITA ST.
ALTA
ALMOND ST.
HIGH ST.
ORCHARD ST.
MATCH TO SHEET 3
LEGEND
Post Office
Public Bldg.
City Hall
ASHLAND
JACKSON COUNTY, OREGON


OPOSED PROJECT
MER ST. & GRANDVIEW DR.
N. MAIN ST.
CEDAR WAY
MINE RD.
JACKSON
Creek
CO.
M.P. 17.80
N
32 33
5 4
COVENTRY PL.
OXFORD ST.
TUDOR
YORK ST.
CAMBRIDGE ST.
KENT ST.
GLENDOWER
TUDOR CIRCLE
NEVADA ST.
NEVADA
CAMBRIDGE ST.
WILLOW ST.
ELIZABETH AVE.
RANDY ST.
OTIS ST.
DRAGER ST.
GRANT ST.
TUCKER ST.
GREENBRIAR PL.
CHERRY LN.
WILEY ST.
MAPLE ST.
WOODSON ST.
MAIN
NO. 63
MAPLE WAY
CHESTNUT
COOLIDGE
DR.
CATALINA DR.
LUNA VISTA
NURSERY
ROCK ST.
PRIM
WALNUT
WIMER
Wrights
GLENN ST.
ORANGE
S. OHIO
AVE.
WILLOW
HERSEY
VAN NESS
SKIDMORE ST.
LAUREL
99
SCENIC ST.
HIGH ST.
GRANDVIEW WEST
GRANDVIEW DR.
SUNNYVIEW ST.
ALTA
MANZANITA ST.
ALMOND ST.
CENTRAL
HELMAN
WATER
OAK
Ashland
ORCHARD ST.

# ASHLAND

JACKSON COUNTY, OREGON

8762

# WIMER STREET & GRANDVIEW DRIVE
# (ASHLAND)
# FAU 3920 (LOCATION)

EARL C. PURDY, RESIDENT ENGINEER
ELMER H. WOOLDRIDGE, DRAFTSMAN
FEBRUARY 11, 1977

## NARRATIVE REPORT OF SURVEY

The purpose of this survey was to gather necessary and pertinent field data from which to design an improvement to Wimer Street between Grandview Drive and Chestnut St. and to Grandview Drive between Wimer Street and a point 637-feet south at the 90° corner of Grandview Drive. The project is located in the City of Ashland, Oregon, and has been accepted for the Federal Aid to Urban Streets (FAU) Program.

The existing Street Section is a narrow (16-24') decomposed granite surfaced rural type road without adequate drainage facilities. Development adjacent to the project has consisted of a recent residential subdivision and the scattered residential units that have existed for many years. Approximately 1/3 of the frontage has not been developed for residential use and remains as pastureland, open space and an abandoned orchard. Future residential development is anticipated for the entire project area.

Wimer Street traverses an extremely steep area of Ashland reaching a maximum gradient of 21% on Wimer Street. Due to previous construction of homes very close to the street and the recently installed underground utilities, no major grade improvement can be made. Grandview Drive is situated along the west boundary of the recently constructed Thunderbird Heights Subdivision and grade line improvements are limited because of driveways and utilities.

The centerlines of the two streets were established from existing property corners and their related filed surveys throughout the project. Station 100+00 was assumed on Wimer at the centerline monument found at the Chestnut Street intersection. Line was then "backed in" to the west to Sta. 84+00. Grandview Drive stationing begins at Wimer ('W' line) 86+20.36 which equals Grandview (G line) 0+20.36 and proceeds southerly to the before-mentioned corner at sta. 6+57.12. A 38-foot radius centerline curve has been projected for the proposed construction which would parallel the 20-foot radius on the curb.

Existing Right-of-Ways vary in width from 40' to 50' with an additional slope easement at various locations. Additional R/W and easements are required for the proposed construction.

Vertical control for the project was established from the USC&GS. adjustment of 1956, Line 6. Vertical datum used by private developers and the city of Ashland has been equated at their common bench mark and are shown on sheet 1 of the mylars.

Bearings for the mapping are from the filed plat of the Thunderbird Heights Subdivision surveyed by Everett Swain. Coordinates of north 10,000 and east 2,000 were assumed for Sta. 'W' 100+00 but due to the nearly east-west bearing of 'W' line are not shown on the map. Coordinates of the R/W centerline and all tied corners are enclosed with the Estimate data.

Field work which consisted of establishing centerline, profiling, cross-sectioning and topography ties was begun September 8, 1976. Due to manpower shifting to various construction projects both field and office work was intermittent through late fall.

After completion of the mapping and plotting a proposal was drawn (hereafter referred to as alternate #1) complete with an estimate of cost. With this preliminary design and cost "in hand" a "neighborhood" meeting was held on January 17, 1977 to hear from those parties affected by the proposal. A Summary of that meeting is included with the location data.

Alternate no. 1, as shown in red on the mylars, provided for a straight alignment, 28' curb to curb without parking on Wimer and a 36' curb to curb with parking on one side for Grandview. To maintain the tangent alignment on Wimer it was necessary to excavate and fill quite close to several houses and to construct an 8-foot high retaining wall alongside an existing wall that actually supports a dwelling that is located too near the street for the usual cut sloping. The estimated construction cost of Alternate no. 1 is $211,823, with an additional $52,827 in R/W, easement and damages for a total of approximately $296,423, - considerably more than the programed amount (as shown on assessments and other correspondence) of $112,000.

Due to the substantially greater cost than was previously estimated it was decided to examine ways to reduce costs. Alternate no. 2 represents an economized project and includes features that reduce the severe impacts to several developed properties - refer to summary and consenus of the neighborhood meeting following this report for specifics.

Alternate no. 2 as shown in pencil on the sepia prints of the mylars would accomplish the economizing and reduce impacts by reducing Grandview's width and introducing a curved alignment on Wimer. The revised Wimer alignment shifts away from the severe cuts and fills and away from the existing retaining wall. Cost reductions are realized by reducing retaining wall construction to 4' high, reduced plant mix bituminous base thickness and reducing needed R/W. Grandview changes involve a lesser width, reducing plant mix bituminous base, drainage, fence and easements.

Allen Alsing, City of Ashland Director of Public Works, has questioned the desirability of the curved alignment on Wimer. However the cost reductions and minimizing of impacts to developed properties along with a safer connection to Walnut Street seem to justify the sacrifices to Wimer.

The remainder of this report relates to alternate no. 2.

R/W Centerline is used for grade line and stationing control with the construction center line to be established as projected on the sepias. Construction center line of Grandview is proposed 4' left of the R/W center line so that the proposed curb line will match the recently constructed curbs at Fernwood Dr. (Thunderbird Heights Subdivision) and the resultant fill slopes on the right will fall entirely within the existing R/W. No new R/W, slope easements or fence construction will be needed as would be required with alternate no. 1.

Construction center line for Wimer will vary from 5' left to 5' right of the R/W center line to minimize the necessary construction and the related impacts to adjacent properties. 1,146-foot radius reversing curves (approximately 5°) are used to vary the construction center line alignment except in the vicinity of the retaining wall, Station 95+45.32 to 98+29.34 where a 1,910-foot radius (approximately 3°) curve is employed. This alignment will allow the reconstructed street to remain within the existing R/W except at Prim Street where two 86 sq. ft. parcels are needed for curb radius construction. Slope easements (7 parcels) totaling 0.48 acres would be required to complete the construction.

Item by item discussion of the construction items follow:

MOBILIZATION: No calculation sheet is included - 8% of the remaining items is used for this amount.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC: 1% of remaining items is used for cost. Activity will consist of placing temporary signs, closing traffic to portions of the project. Detours via adjacent streets will provide access around the project area. Access to individual residences on a closed street will be allowed during the construction.

TEMPORARY SIGNS: An estimate of temporary signs is included containing "Road Construction", "End Construction" and "Detour" related signs.

TEMPORARY BARRICADES are needed to deliniate the open trenches, inlets and miscellaneous structures that will be exposed to traffic.

Until an exact plan is formulated it is not known if FLAGMEN will be needed. 40 hours are included in the estimate so that it wouldn't be added as "Extra Work".

CLEARING AND GRUBBING: Clearing on the Grandview portion of the project is minimal. One small area of blackberries and the native weeds and grasses are the only clearing needed. Clearing of Wimer, however, will involve several trees up to 18" diameter with overhead wires nearby. Brush and briars are encountered and it is anticipated that most of the cleared material will be hauled to an appropriate disposal site.

STRUCTURES AND OBSTRUCTIONS to be removed on the project consist of storm sewer pipe, one inlet, 30' of curb and one concrete stairway. The material can be broken into pieces and included in embankments on the project. The pipe was recently installed with the Thunderbird Heights improvements and probably can be salvaged for re-use.

Roadway EARTHWORK involves use of material excavated on the project for the construction of embankments. Approximately 109 cubic yards of material is needed to balance the cut-fill quantities on Grandview. This material is available from the Wimer St. section where an excess of excavated material is encountered. The total project excess is about 1,286 cubic yards. This material can be deposited as extra fill left of sta. 'W' 94+87 - 96+15 on the Mann property, tax lot 5306, to provide a building site with access to the street (See Summary of "Neighborhood Meeting"). Cross sections are plotted in dashed lines (see cross section roll ) indicating the requested building site.

Cut slopes of the widened roadbed generally match the existing slopes and vary from 3/4:1 (less than 10' high on the Walnut Street connection) to 1½:1. The Walnut Street grading is necessary because of the storm sewer construction. Surfacing of Walnut Street, however, would terminate at the curb ends with the grading to continue, widening one side, to the storm sewer end. Cut slopes on Wimer will closely parallel the existing 1:1 slopes but because of the narrow section and minor cut widening the excavations are narrow. Grandview cuts and fills are less than 4' high.

Fill slopes are 1½:1 maximum with a 1¾:1 slope needed between station 'W' 95+32 and 95+75± left to contain the embankment within the existing slope easement. If the already mentioned disposal on the Mann property is done this excessive slope will not present any problems. If the disposal is not done, however, an additional slope easement will be required to maintain a stable 1½:1 slope.

FINISHING ROADBED AND SLOPES is calculated on the total center line length of Grandview and Wimer and amounts to 0.38 Mile.

SURFACING: By additional soil sampling on the project and by increasing the "R" value to 20 the crushed base equivalent has been revised to 13½" from the original (alternate #1) CBE of 15". It has been estimated that full depth pavement, i.e. 2" class 'B' asphaltic concrete wearing surface and 5" plant mix bituminous base, will be less expensive than a usual composite of aggregate base and pavement and provide a faster and less complicated construction of the surfacing especially on the steeper grades. A 9½" base course of aggregate can be offered as an alternative to prospective bidders on the flatter Grandview Drive if a savings can be realized.

Aggregate base is included for dress up of edges where curbs are not constructed and for driveway bases (see drawing 2077).

The ASPHALT CEMENT IN MIXTURE item includes the liquid asphalt used in the bituminous base, wearing surface and tack coat.

WATERING is included based on base and embankment quantities.

The probable water supply would be from the municipal hydrants located on the project.

STORM SEWERS AND INLETS: The drainage system for the Grandview Drive section of the project was designed, as per City of Ashland's request to include drainage picked up from Thornton Way at the westerly end of the project. The proposed system ties into the existing storm sewer recently constructed with the Thunderbird Heights Subdivision improvements. Some temporary minor overloading of the system is possible due to the Thornton Way drainage. Future Thorn Way improvements, however, would divert this area thereby restoring efficiency to the system. It is not recommended due to increased cost to construct a "Thornton Way" system or a new outlet parallel to the Thunderbird Hts. System. Future improvements to Grandview Drive east and west of the project end (sta. 6+57) will additionally minimize potential overloading. A 250-foot "rule of thumb" was considered for the inlet spacing.

The storm sewer on Wimer Street was also a part of the City of Ashland request. A 21% gradient on a part of Wimer will complicate an exact design of the system. However an attempt to space the inlets at "natural" locations was made with the main trunk placed to the left of center line to avoid the expected debris and cut-bank fall-out on the right. The existing 8" concrete pipe between sta. 94+70 & 98+26 is in poor condition and should not be considered for use.

The drainage outfalls for Wimer Street at both Walnut Street and Chestnut Street are a tie-in to an existing system. The existing system is substandard with a history of plugging (due in part to the decomposed granite street surfaces and granite soils in the drainage basin). The only alternate to tying into the existing system would be to re-construct a 3,000'-plus storm sewer system through existing developed neighborhoods at a cost approaching $75,000 ("guestimate"). The City of Ashland Engineer, Al Alsing, feels that continued maintenance of existing problem areas will provide adequate outfall for the proposed construction until such time as funding is available for upgrading the entire system.

At locations where an existing sanitary sewer parallels the proposed storm sewer it is proposed to place the main trunk centered on the inlets with a minimum subgrade cover of approximately 13", and an additional cover of 8" of bituminous surfacing and the adjacent 6" deep concrete gutter. The minimum cover is necessary to avoid possible grade conflicts between crossing laterals and the sanitary sewer. Exact sanitary sewer location can be determined only by exposing the pipe so if it is found at time of construction that the crossing grades as proposed conflict with the existing sanitary sewer the main trunk and crossing grades will need to be adjusted. At locations where the storm sewer is within the roadbed area but not adjacent to the curb (sta. 'W' 95+25 - 99+45) it is recommended to increase the subgrade cover to expedite construction.

Three drainage area work maps are included in the location data being submitted. These were used in the storm sewer calculations. The calculations made were based on alternate no. 1 but are compatible with the slight variances found in alternate no. 2. In addition to the proposed storm sewer shown on the work maps is the recommended future storm sewer alignment to be considered in the design of the present improvement.

Four special inlets are proposed as substitutes for manholes. Due to the extreme grades these structures will provide additional drainage "pick-up" points to reduce the possibility of runoff bypassing the system. The special inlets proposed would be a double sized CG-1 (2'-4½" x 3'-5 3/4"±) with 2 grates and a 12" deep settling basin in the bottom to intercept some of the debris prior to it's entering the outfall system. Grates for all inlets should have transverse bars for bicycle safety.

CONCRETE CURB WITH 1'-6" GUTTER is proposed. Included in the calculations for same is an increase in length over the station to station length due to the extreme grade. A 6" curb exposure is proposed as requested by the City to match other recently constructed curbs in the city. Curb radii at intersections should be 20' because of the minimal street width (an exception is the Chestnut Street Intersection).

Due to varying dimensions and alignment of driveways to be reconstructed asphalt surfacing is recommended. Approaches constructed would be limited to existing driveways, however curb openings for future approaches can be constructed if their exact location is known.

Adjustment of incidental Structures on the project includes the necessary ADJUSTING MANHOLES and ADJUSTING CLEANOUTS on the existing sanitary sewer system. Two manhole adjustments will require lowering of the structures approximately 6". The remaining adjustments are a vertical raising of the inspection covers to match the finish surface grade of the street.

SETTING MAIL BOX POSTS is required on the project to replace the existing mail boxes found at 2 locations. Exact positioning of mail boxes will have to be determined at time of construction.

A retaining wall is necessary between station 'W' 95+32 and 97+45 to insure stability of the parallel existing concrete wall constructed near the street R/W line. A dwelling was constructed quite close to and about 10' above the street at this location and removal of the wall is impossible without damage to the dwelling.

A 1"=20' Vicinity Map is included as sheet 3 of the mapping. Additional field inspection of the wall by the designer (s) is recommended so that adequate protections will be designed into the new construction.

A stairway on the existing wall protrudes well into the R/W and will have to be removed. Replacement of this pedestrain access can be done by reconstructing the lower part of the stairway parallel to and behind the proposed retaining wall. Quantities and costs of stairway replacement have not been included in the estimate (if alternate no. 1 is constructed stairway replacement would involve removal of the existing wall).

That portion of the existing wall westerly of the house cannot be removed without reducing and/or eliminating the driveway access to the property.

Quantities allowed for in the estimate are SHORING AND CRIBBING for the proper bracing of the wall, STRUCTURAL EXCAVATION, STRUCTURAL CONCRETE IN RETAINING WALL and METAL REINFORCEMENT.

REMOVE AND REINSTALL SIGNS involves the salvaging of existing street identification signs and stop signs and re-installation at the permanent location.

PERMANENT SIGNS proposed include the necessary guide and control signs such as "No Parking" and "Stop".

Cut and fill slopes are a potential erodible area that should be planted to a cover of vegetation. FURNISHING AND PLANTING SHRUBS is included to restore the rural setting lost by the removal of large shade trees and screen plantings. The exact plan is left to the landscape section to develop and coordinate with the City. The greatest impact to the existing vegetation is between sta. 'W' 94+00 and 99+20 which is proposed to be planted to shrubs and trees. It is proposed to apply ROADSIDE SEEDING AND MULCHING to other exposed slopes on the project.

UTILITY ADJUSTMENTS as shown on the maps are the extension of the sanitary sewer on Wimer westerly to provide future service to the undeveloped lot (tax lot 2300) right of station 'W' 94+82 (By others) and the adjustments to manholes and cleanouts. Other adjustments not indicated on the map will be necessary to electric power, telephone, cable TV, water, irrigation and possibly gas line facilities. A color coded utility map is included in the location data for each alignment alternate.

PERMANENT STRIPING of Wimer Street is recommended due to the curved alignment, no parking and extreme grade. This can be most economically done by State or City forces and is included as a State Force Order.

The two alignment alternates and narrative reports have been submitted to the City of Ashland for review and study. Their requests and recommendations will be forwarded.

8762

1-28-77

Talked to Earl Purdy, Res. Eng. He indicated The Project Was now Estimated at 170,000 also Stated they would try to get the City to Pay for The retaining wall needed. Said the City was accessing the Property Owners $10/ft frontage

8762

File Ashland
Rulien FAUS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

January 19, 1977

FILE: PRO 6

X-ref'd R/W Policy/Pro

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Unanswered Right of Way Question
City of Ashland

TO: Virgil Wilson
Region Right-of-Way Supervisor

At a recent meeting with Mr. Brian Almquist, City Manager of Ashland, a question was asked of Mr. Tom Lowe, Area Engineer for the FHWA, Mr. Don Harwell, City-County unit in Salem, and the writer that we were unable to answer.

It involved the Wimer Street FAUS project, but would apply to any prospective federal aid project. Mr. Almquist was concerned over the fact that he may have to have an appraisal made, and offer adjacent property owners money for property acquired as a condition of original subdivision approval. His honest concern was since the original subdivision approval, the City somehow has accomplished work (sewer or other service) and assessed the abutting property owners. They have so far refused to pay. He now hates to be placed in the position of having to pay property owners for donated right of way when the abutting owners will not pay for the aforementioned services.

Mr. Tom Lowe was to research this question. He called on January 18, 1977 and advised that the answer is contained in a compendium of recent decisions in the right of way digest dated February 1973 or April 1, 1973. He suggested you contact Charles Mathias of FHWA for better information.

It appears that such usual city practices of acquiring right of way is not considered a "taking" and therefore exempt from the federal right of way procedures.

Will you please acquaint yourself with the facts and contact Mr. Almquist and satisfy his questions.

GC/slc

cc: L.W. Rulien
George Thornton
Tom Lowe - FHWA

PROJECT MANAGEMENT
JAN 21 '77
REFER TO:
TOP
Info | Investigate | R/D | Action | File | Letter

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

5762

WIMER STREET & GRANDVIEW DRIVE
FAU 3920(ASHLAND)
CITY STREET - JACKSON COUNTY

EARL C. PURDY, RESIDENT ENGINEER

SUMMARY OF NEIGHBORHOOD MEETING
JANUARY 17, 1977

The neighborhood meeting was called to order by Earl Purdy, Resident Engineer - O.S.H.D. at 7:30 P.M., Jaunuary 17, 1977 at the Ashland City Hall Council Chambers for the purpose of presenting the project and gathering input from the various parties involved.

In attendance from the Highway Division were Earl Purdy, Resident Engineer; Bob Simpson, R/W Liaison; Jack Ayres, Regional Utilities Engineer and Elmer Wooldridge, Draftsman - Designer. Representing the City of Ashland was Allen Alsing, Director Of Public Works. Utilities reresented were Pacific Northwest Bell (telephone), California Pacific Utilities Co. (gas) and city owned power, water and sewer by Mr. Alsing. Several property owners directly affected by the project and a local general contractor were also present.

Proposed features of the project were explained by Elmer Wooldridge covering the street typical sections of Wimer and Grandview. Curb, sidewalk (dirt path - no concrete), storm drain system, retaining wall, profile grade and slope easements needed and/or existing for use in construction of roadway embankments and excavations were presented in detail.

The impact to adjacent properties was explained in general terms that included driveway matching, cut and fill slopes and fence construction. An alternate, it was mentioned, has been discussed that could reduce the grade matching problem for driveways and connecting streets on Wimer by shifting the alignment away from the affected approaches. The resulting slightly curved alignment would however be more difficult for traffic to safely negotiate during times of inclemate weather. An alternate street section for Grandview was presented as a means of cost reduction. A narrower width without parking it was explained, would reduce paving quantities and eliminate the need for the slope easement and fence construction on the westerly side.

Questions were asked by Mrs. Schneider concerning the proposed retaining wall. (The Schneider's dwelling is supported by the existing concrete wall, station 95+32 - 97+48, rt.) Following is a summary of the questions and the response: (Note: quotes are not verbatim)

1. "Our retaining wall does not follow the grade of the existing street. It is above the street except at the end near the driveway where it matches the street. Will the new wall follow the elevation of the old one?"

   The grade lines of the walls as shown on the maps were pointed out and the proposed typical wall section and height was explained.

2. "What will happen to the stairs that go to the street?"

    The stairway must be removed because it will encroach onto the street more than it already does.

3. "Will the stairway be replaced or moved and who is responsible for moving or replacing them?"

    It was asked if access to the area served by the stairway could be accomplished from the driveway area on the west side of the house. Mrs. Schneider answered that the only (outside) access to this part (the deck) of the house was from the stairway. It was then explained that stairs could be relocated at the east end of the wall. Explanation of who's responsibility it is to relocate the stairway was defered until ourR/W agent speaks privately with them.

The Federal-State-City cost sharing of 86%-7%-7% and the fact that the estimated cost of the project exceeds the programmed amount by nearly 100% was presented. It was explained by Mr. Alsing that City revenue would be derived from assessments on adjacent properties. 10 dollars per frontage foot has been previously quoted as a maximum that might be assessed. Reasons for the substantially greater cost estimate (than programmed) were given as due to recent and expected price increases for materials to be used in construction, especially asphalt and portland cement and the high cost of constructing the proposed retaining wall. (One audience member expressed surprise at the approximate $43,000 "to be spent for that one owner")

We indicated the Division would pursue ways to economize the project such as the already mentioned alignment and width alternates and reductions related to the retaining wall issue.

Specific questions were asked by owners Mann, Allen and Hulse concerning impacts to their properties. Mrs. Mann asked if a retaining wall was planned to protect their dwelling (station 94* lt.) from possible erosion and run-off problems. It was answered that curb construction should be adequate for run-off control.

Mr. Allen asked if the street would be closer to his house (station 99* lt.) and if existing shrubs and trees would be affected. It was answered that the curb would nearly align with the existing curb line on the improved section of Wimer Street immediately east of Chestnut Street. The traveled street would become slightly closer to his house. Removal of shrubbery, it was explained, is necessary for slope and sidewalk areas.

Mrs. Mann also brought up the landscaping subject and suggested that existing trees and screen plantings be replaced on a one for one basis. Mrs. Schneider also was in agreement with Mrs. Mann on the replacement of vegetation. It was explained that landscaping is included in the project and a specific plan would be made at a later phase of the project.

Mr. Hulse questioned how the 10 foot slope easement might affect future developement of his property on the west side of Grandview. Bob Simpson, R/W Liaison, answered with a defination of the term "slope easement" and an explanation of methods of determining value of and compensation for the R/W and slope easements needed. Simpson summarized the areas needed with an explanation of individual takings.

Probable utility adjustments related to the project were explained by Jack Ayres, Regional Utilities Engineer. The utility representatives could not at this time guarentee whether existing above-ground utilities affected would be relocated to underground facilities. Several inderendant conversations among the audience ensued with opinions in favor of underground utilities.

After adjournment several parties engaged in informal conversation with Highway Division personnel concerning their properties. The Allens (station 99 ± lt.) were given reassurance that vegetation seperating their house from the street would be replaced. They expressed concern that construction equipment would be working very close to their house and yard.

Mrs. Schneider (station 95 - 97 rt.) again emphasized her desire to have underground utilities.

The Hartonstalls (station 88 - 93 lt.) discussed their future subdivision plan currently being reviewed by the city. It was explained to them that these plans would be very helpful in planning the final design of Wimer Street so such things as driveways, inlets and storm sewer placement could be made that would not conflict with the future developement. The proposed 10 foot slope easement along their frontage was explained as being needed for a general beautification of the slope area outside the sidewalk area. Also mentioned was the possibility of routing the Wimer storm drain system through the proposed subdivision if it is determined that it would be a better route than is planned via Walnut Street. (See enclosed sketch)

January 19, 1977

Elmer Wooldridge and William Maude, Resident Engineer, met with Neil Mann at his request to discuss his access left of station 96+00. He requested that surplus material be filled on his lot (tax lot 5306) to provide a suitable building site with off street parking. If the City Building Inspector approves the filled site for residential building, with parking he will be willing to grant the necessary slope easement.

# Wimer-Grandview paving exceeds original estimates

A planned project to pave and widen sections of Wimer Street and Grandview Drive is estimated to cost about twice the original prediction, according to State Highway Division officials.

The Ashland city council Tuesday authorized an agreement with the highway division for paving and improvement of the streets under a federal grant program. The federal share of the project costs will be 86 per cent, with the remaining 14 per cent to be shared equally by city and state.

The city planned to pay its portion by property assessment, and has guaranteed owners of abutting property a maximum assessment of $10 per front foot. Public Works Director Allen Alsing said the city could raise enough by that method to cover increased project costs.

State roads designer Elmer Wooldrich said Monday the proposed project would cost as much as $212,000, a leap from the original guess of about $111,000.

The state engineers met with Alsing and affected property owners Monday night to outline project plans. The project is supposed to be completed this summer, according to the schedule.

Alsing said the state could still probably find a way to pay more.

Alsing said project reduction might be in order to ease the probable cost hike. The FAUS program requires a certain type of driveway approach Alsing said the city isn't accustomed to use. Another cut in the project could be to narrow the proposed street widths.

State officials have told Alsing they may not be able to come up with additional money over their original share, leaving the burden to the city.

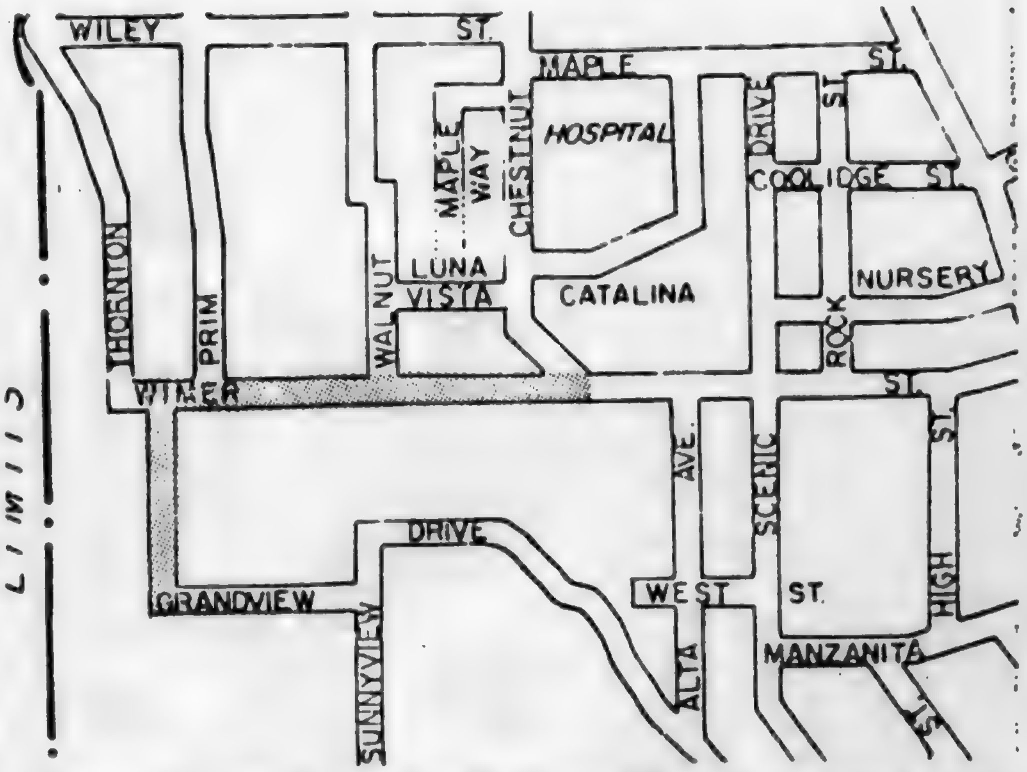
The paving section would extend on Wimer from Chestnut Street to Grandview Drive, and down a north-south portion of Grandview Drive. The project would be more costly because of steep grades, and the nature of the soils and high bank along the roads, state officials said.

Paving costs alone are predicted at about $60,000, with $43,000 more to build a new retaining wall along a portion of the Wimer section. It entails widening of both streets, to 28 feet with no parking on Wimer, and to 36 feet with parking on one side of Grandview. Curbs and storm drains also are included.

The city has some $150,000 in unallocated FAUS streets improvements money, and is now gathering signatures from property owners in favor of paving on lower Mountain Avenue and on Hersey Street. The planned new Mountain-Siskiyou Boulevard traffic signal is also a FAUS project. The city collected more than the required 50 per cent signatures in favor of the Wimer-Grandview improvements.

Alsing told the council there was some question whether the city or the state is responsible for additional right-of-way condemnation, if it is necessary in the project. He said the state people told him they would "assist" the city, but not get into actual condemnation itself. Alsing said only a small amount of land is required for new right-of-way easement purposes, mainly at the street intersections.

Bob Simpson of Roseburg, a state engineer, said the project would provide some money for the restoration of landscaping and trees after construction. A flat dirt sidewalk path also is planned as part of the package.



SHADED — Parts of Wimer Street and Grandview Drive, shaded darker on this map, are to be paved in a project using local, state and federal funds. The cost estimate for the project has increased sharply, city and state officials say.

Bulin FAUS

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

PRO 6

December 17, 1976

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

Dear Mr. Alsing:

This will acknowledge your letter of December 15, 1976, requesting the State Highway Division to handle all necessary procedures in acquisition of right-of-way on your FAUS Grandview Drive-Chestnut Street (Ashland) Section Project M-3920(1).

By a copy of this letter, I am asking Mr. Virgil Wilson, Region Right-of-Way Supervisor, to contact you and complete an agreement in this regard; and, to work with Mr. Earl Purdy, Location Engineer, who has been developing this project.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/sl Buz Swan
John Oakes
cc: L.W. Rulien ✓
George Thornton
Bill Maude
Earl Purdy
Virgil Wilson

Hopkins
Herwell
Holmes ✓
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

**City of Ashland**
ASHLAND, OREGON
97520

December 15, 1976

Mr. Glen Clark
State Highway Division
P. O. Box 1128
Roseburg, OR 97470

RE: Wimer/Grandview
Improvement Project

Dear Mr. Clark:

The City of Ashland would, by this letter, like to request that the State Highway Division handle all appraisals, acquisition of easements, and acquisitions of right-of-way on the subject project.

Would you please notify us if this is not satisfactory?

Sincerely,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

A3/em

8762

faus

GARY L. PRICKETT Mayor
GERALD R. ALLEN Councilman
CRAIG E. HOFFARTH Councilman
DONALD LAWS Councilman
ROLAND McCANNON Councilman
MARGARET E. McDOWELL Councilwoman
JAMES M. RAGLAND Councilman
BRIAN L. ALMQUIST City Administrator

CITY OF ASHLAND CITY HALL

ASHLAND, OREGON 97520
telephone (Code 503) 482-3211

October 15, 1976

Mr. F. B. Klaboe
Oregon State Highway Division
State Highway Building
Salem, OR 97310

RE: FAUS Project M-~~3875~~ 3920(1)
Grandview/Wimer Streets

Dear Mr. Klaboe:

Pursuant to your letter dated October 14, 1976, the City of Ashland hereby makes a specific request that the 86%/14% match ratio be utilized on the above project.

I believe the ratio was 78%/22% when the project was originally accepted, and it is our desire to use the new ratio provided by the recent agreement with FHA, which extends through June 30, 1977.

Sincerely,

Brian L. Almquist
City Administrator

BLA/em

cc: Allen A. Alsing, DPW

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ GJBR. ☑ LE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
OCT 18 '76
[illegible]
FOR
Info | Investigate | N/D | Action ✓ | File | Letter | See me

RECEIVED
DOT OPERATIONS
OCT. 18 '76
REFER TO [illegible]
FOR

[illegible] Counter
10-18-76

8762 ·

Jans

# OREGON STATE HIGHWAY DIVISION
## Location Section

Section: Grandview Drive-Chestnut St. (Ashland)

Highway: FAU 3920

County: Jackson

Prefix: 315-1938

Res. Engr: Earl Purdy

Date September 29, 1976

Ten Year Traffic Coefficient 4.8

18 kip s.a. per day 1.5

R value 12

Frost Penetration - - - -

CBE Total Requirement 15.0"

## STRUCTURAL SECTION
### NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 2.0" | A.C. | 4.0 |
| 6.0" | P.M.B.B. | 11.0 |
| 8.0" | | 15.0" |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | =2.0" Aggregate Base |
| 1.0" | Cement Treated Base | =1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | =1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | =1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | =1.5" Aggregate Base |
| 1.0" | Oil Mat | =1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | =1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | =0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ DPE ☐

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~~Rulien~~ FAUS

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

September 20, 1976

Mr. Allen Alsing
Director of Public Works
City Hall
Ashland OR 97520

Dear Mr. Alsing:

This will acknowledge receipt of Check No. 11697 dated September 16, 1976 in the amount of $680.00 which is for the city's share of the anticipated cost of preliminary engineering for the Grandview Dr.-Chestnut St. Section of the Grandview Street and Wimer Street FAUS Project No. M-3920(1) in Ashland.

By a copy of this letter, your check is being sent to Mr. Skoog, Controller, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal Aid Engineer

glc/cw

cc L. W. Rulien
V. E. Skoog
George Thornton
Earl Purdy

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COUNTY & CITY SECTION
SEP 24 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

PROJECT MANAGEMENT
SEP 23 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

8762

9

September 13, 1976

City of Ashland
City Hall
Ashland, OR 97520

Attention: Joseph Butler
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5821

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement to Grandview Drive-Chestnut Street (Ashland) Section of Grandview and Wimer Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

Att.

cc Don Harwell (agree. att.)

8762

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

## LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

8-12-76

FEDERAL AID PROJECT NO.
3920(1)

ST[illegible]E PROJECT NO.
See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
M-88

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

| | | |
|---|---|---|
| DATE PS&E APPROVED | DATE AUTHORIZATION EFFECTIVE<br>8-12-76 | FEDERAL ROUTE NUMBER<br>FAU 3920<br>STATE ROUTE NUMBER<br>City street |

GENERAL LOCATION:

"Grandview Drive - Chestnut Street (Ashland) Section."

GENERAL DESCRIPTION OF WORK:

Preliminary engineering, grade, drain and high type pavement.
(Code 6201, miles 0.36)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a TEC $9,700 - FF $8,300.
☒ OTHER (*Specify*) Program approval
(TEC $112,000 - FF $96,000)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-5-76 letter, I approve the subject project for inclusion in the Federal-aid program.

Also, as requested, you are authorized to proceed with the work as SHOWN above.

| | | |
|---|---|---|
| DATE<br>8-12-76 | SIGNATURE OF APPROVING OFFICIAL | TITLE<br>Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO, | FORM PR-1 (REV. 4-61) | FEDERAL- |
| DATE SUBMITTED TO W.O. | 8-5-76 | |

| | | | | | |
|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>City Sts., Grandview Dr. & Wimer St. (Ashland)<br>21 65 | **ADT** | PRESENT<br>*200<br>**100 | FUTURE<br>280<br>150<br>(66) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>P.E., Gr., Dr., H.T. Pave.<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Urban System | COUNTY NAME |
| | NAME OF URBAN AREA<br>17-31<br>Ashland | ROUTE NO. U \| FED |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | WORK STEP | TERMINI (Full description) | MILES | TOTAL ESTIMATED COST | ESTIMATED PR FEDERAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16) | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) |
| 5 | | | | | **PE** | | | 0.36 | 9,700 | 8,30 |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST** (CODE)<br>TOPICS<br>6201 | | "Grandview Dr.-Chestnut St. (Ashland) Section" | 0.36 | 102,300 | 87,70 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 0.36 | 112,000 | 96,00 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (19) (23) | (24) |

AUG 12 1976

FHWA OREGON DIVISION

*ADT Wimer St.

**ADT Grandview Dr.

# FEDERAL-AID PROGRAM DATA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT<br>*200<br>**100 | FUTURE<br>280<br>150<br>(66) (70) | YEAR<br>96<br>(71) (72) | REGION<br>10 | STATE NAME<br>Oregon | STATE CODE<br>41<br>(2) (3) | APPN CODE<br>W32<br>(4) (9) | ITEM NO.<br>88<br>(14) (18) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CY<br>(60) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH YR<br>(74) (75) | PROJECT NUMBER<br>PREFIX LETTER(S)<br>M-<br>14 23 | NUMBER SEQ. NO.<br>3920(1)<br>7 13 | I. Projects Only<br>POST MI. (24) (26) DESIG. 27 |

COUNTY NAME Jackson CODE 029 (14) (16)

ROUTE NO. U FEDERAL-AID 3920 (32) STATE City St. (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

| | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK (Full description) |
|---|---|---|---|---|---|
| (58) | (59) (66) | (67) (76) | | | |
| 6 | 9,700 | 8,300 | 700 | 700 (City) | |
| | | | | | |
| 6 | 102,300 | 87,700 | 7,300 | 7,300 (City) | ROW-47' min.;<br>Access control-none;<br>Parking restrictions-partial. |
| 6 | 112,000 | 96,000 | 8,000 | 8,000 (City) | |
| | (10) (23) | (24) (33) | | | |

REMARKS

Wimer St.
Grandview Dr.

-OVER-

## GRANDVIEW DR.-CHESTNUT ST. (ASHLAND) SECTION
## PROJECT NO. M-3920(1)

Existing Facility:

Grandview Dr. -- 22-foot gravel surface.
Wimer St. -- 20-foot gravel surface.

Adjacent Sections:

N.E. End (Chestnut St.) -- 32-foot curbed roadway.
S.W. End -- 22-foot gravel surface.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including preliminary engineering by utility forces.
2) Construct on existing alignment 32- to 36-foot curbed roadway which work consists of grade, drain, curbs and high-type pavement necessary to widen the existing facility to provide for two travel lanes with parking. Utility adjustments required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 21, 1975 on both Grandview Ave. and Wimer St.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- Not required under Oregon Action Plan.
(b) Location/Design -- Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

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8

~~PRO 6-2~~

August 5, 1976

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. M-3920(1)

We are submitting program data for one project, Item No. 08, Project No. M-3920(1), "Grandview Dr.-Chestnut St. (Ashland) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $9,700 with an obligation of $8,300 in Federal funds.

CL:bb

cc: Alfred Shirley (Region 3)
G. Zehner

2762 FAHS

7-30-76

# PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Grandview Dr.-Chestnut St.
Grandview St. and Wimer St., FAU 3920

Project Federal Aid Number: M-3920

Applicant: City of Ashland

Contact: Allen A. Alsing

Federal Aid Funds: FAS____ FAUS XX Other____

Date Project Approved by Trans. Comm.: 6-29-76

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Project applicaton indicates a proposed typical section which will extend beyond the existing right-of-way.

Gary E. Zehner
Gary E. Zehner
County-City Unit

July 30, 1976
Date

~~RECEIVED~~
~~COUNTY & CITY SECTION~~
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☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

cc: Right-of-Way Engineer
Region 3 Engineer
Region 3 Federal Aid Engineer
Region 3 Right-of-Way Supervisor
FHWA Right-of-Way Officer

2/18/75

5 7-2

Rulien FAU

**OREGON STATE HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

Mr. Allen A. Alsing
Director of Public Works
Ashland City Hall
Ashland, OR 97520

July 22, 1976

Dear Mr. Alsing:

This will acknowledge your letter of July 20, 1976, outlining the direction the City wishes to take regarding possible curb construction on present property lines in regard to your Wimer Street and Grandview Drive FAUS Project.

This information will be forwarded to our Program Management Section for review. Also, by a copy of this letter, I am alerting Mr. Virgil Wilson, Region Right-of-Way Supervisor of the possible future Right-of-Way Agreement requirement.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
V. Wilson
George Thornton
William Maude

7-30-76
cc: John Oakes
Gary Potter

Gary

PROJECT MANAGEMENT
JUL 26 '76
REFER TO

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COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Info | Inves | R/D | Action | File | Letter | See me

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland
ASHLAND, OREGON
97520

July 20, 1976

Mr. Glen Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Glen:

In response to your letter of June 29, 1976, the City of Ashland would like to handle the problem of right of way/easement/permit of entry on the FAUS project as follows:

1. Utilize permit of entry where necessary.
2. Utilize easements for slope and utilities if needed.
3. Obtain right of way as the last resort.
4. Enter into an agreement with the Highway Division for obtaining appraisals, easements, etc.

Sincerely,

Al

Allen A. Alsing, P.E.
Director of Public Works

A3/em

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

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UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97303

DATE: July 21, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project M3920(-)
Wimer Street
City Street - Ashland
Project Assessment

FROM : G. L. Green, Division Administrator

NOTED
E. S. WINTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 21, 1976 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Eb Engelmann, Reg Env)

7-26-76
Original to L.W. Rulien
TAA

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STATE HWY ENGR
JUL 22 '76
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FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
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|  |  |  |  |  |  |  |

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UNITED STATES GOVERNMENT
*Memorandum*

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 21, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project M-3920(-)
Grandview Drive
City Street - Ashland
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's June 21, 1976, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" ( Reg. 3, Eb Engelmann, Reg. Env.)

HWY ENGR
JUL 22 '76
REFER TO

FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

7-26-76
Original to L. W. Rulien
TAA

#762

Rulien
~~faus~~
Ashland

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 6

Roseburg, Oregon
June ~~16~~, 1976
22,

Glen L Clark

**FROM:** GLEN L. CLARK
Regional Federal-Aid Engineer

**SUBJECT:** Two FAUS Projects
Wimer St & Grandview Drive
City of Ashland

**TO:** MEMO TO FILE

Mr. Unrein, Project Management Section, called and suggested combining both of the subject projects into one project as they are on the same numbered FAU Route. He also wished to clarify the 44' curb-to-curb section in a 47' Right-of-Way.

Mr. Al Alsing, Director of Public Works, Ashland, was contacted and he had no objections to combining the projects. He did not wish to add Right-of-Way to the Grandview Drive Project. Mr. Alsing stated that if sidewalks were ever considered necessary that the property owners would have to donate the Right-of-Way.

He said that the abutting property owners had been promised parking and that one curb could be on the Right-of-Way line leaving a two or three foot utility area.

Mr. Unrein was advised of this. No Permit of Entry or Slope Easements were discussed.

6/22/76 called Clark - he will contact City & tell them a permit of Entry or Easements of some type will be necessary to construct this project. RU

GC/slc

cc: L.W. Rulien
George Thornton
Bill Maude

Unrein #

PROJECT MANAGEMENT
JUN 18 '76
REFER TO
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

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☑ OPE ☑ CE ☐ RE ☐ RPE ☐

7762.

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DATE: June 18, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the June 29 meeting will be three requests for approval of Urban System projects.

The City of Ashland submitted two project requests. One is a $112,000 project to widen and improve Grandview Street and Wimer Street. The other is a $40,000 traffic signal installation at the intersection of Mountain Avenue and the Rogue Valley Highway.

The City of Portland is requesting a $240,000 preliminary engineering project to study the feasibility of connecting North Greeley Avenue to I-5 at the East Fremont Interchange.

Federal Urban System funds for these projects are estimated at $305,760 with the State providing approximately $47,520 in matching funds and $38,720 being contributed by the involved unit of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval.

Att.

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
A. Shirley, Jr.
L. W. Rulien
V. E. Skoog
D. N. Harwell
George Bell

GEZ:dp ia

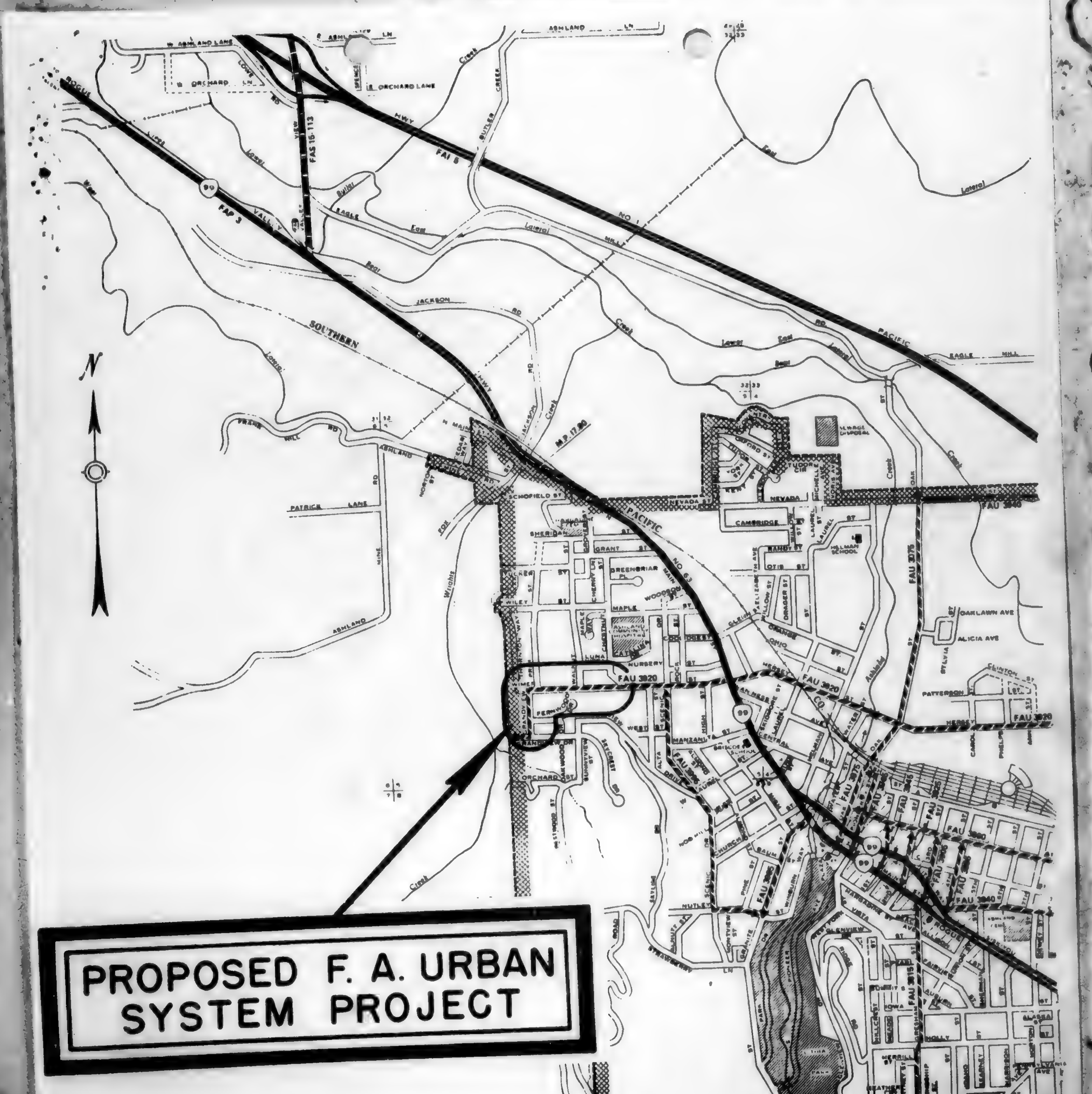
CITY OF ASHLAND
Proposed Urban System Project

Grandview Dr.-Chestnut St. (Ashland) Section
Grandview St. and Wimer St., FAU 3920
Grade and Pave
0.36 mile
$112,000

This project involves widening and improving Grandview Street and Wimer Street to provide two travel lanes and parking.

Perform all necessary engineering.

Provide necessary storm drains.



PROPOSED F. A. URBAN SYSTEM PROJECT

ASHLAND
CROWSON HILL
N
FAI 5
FAP 3
FAS 16-113
FAU 3820
FAU 3375
FAU 3840
FAU 3815
SOUTHERN
PACIFIC
ASHLAND LANE
ORCHARD LANE
JACKSON RD
EAGLE MILL
PATRICK LANE
NEVADA ST
SCHOFIELD ST
SHERIDAN
GRANT ST
CAMBRIDGE
HELMAN SCHOOL
OAKLAWN AVE
ALICIA AVE
CLINTON ST
PATTERSON
MANZANITA
ORCHARD
NUTLEY
GLENVIEW
ASHLAND
CLARENCE
FORREST ST
HOLLY
SEWAGE DISPOSAL

Form E-39 (Rev. 9-71) 8762.

FAUS (8)

ITEM 70409

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Wimer Street & Grandview Dr. (Ashland)

Date June 17, 1976

Highway City Streets - FAU 3920

Authorization No. 1

County Jackson

Survey Prefix 315-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

On Wimer Street from Chestnut to Grandview - length 1330 feet.

On Grandview Drive from Wimer to 550 feet south - length 550 feet.

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☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ OPE ☑ CE ☒ RE ☒ RPE ☐

Purpose of survey: To prepare plans, specifications and estimates for grading, paving, curbs, storm drainage and possibly bikeways.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 6,000 |
| Plans | 905 | 2,000 |
| Soils | 910 | 500 |
| Utility | 914 | 300 |
| Location Studies | 918 | 500 |
| Specifications | 921 | 400 |

M-3920(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 9,700

Previous authorization . . . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

Recommended for Approval: J. X. Wilson
Regional Engineer

Recommended for Approval: Frank E. Pepin
Location Engineer

Approved: E S Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 8-12-76
FED. AID FAUS STATE

BEN GIFFORD

Rulien
FAU PRO 6

1859

**OREGON STATE**
**HIGHWAY DIVISION**

**REGION 3**

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 3, 1976

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, OR 97520

RECEIVED
COUNTY & CITY SECTION
MAY 6 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Dear Mr. Alsing:

This will acknowledge your letter of April 21, 1976, transmitting two FAUS project applications and environmental assessments.

As per our conversation in Medford April 29, 1976, you indicated that the terrain will limit the possible width of Wimer Street. Your application proposes 32 feet curb to curb with parking on one side. The minimum width with parking on one side would be 36 feet. You indicated this will be resolved by eliminating the parking. The Grandview Drive application would require a minimum of 44 feet for parking against both curbs.

Also, as Mr. Shirley indicated, you must consider the need for a bikeway in your project assessment.

Will you please consider your applications in view of the parking requirements and amend them if necessary.

6-11-76 [illegible] says REVISIONS ON their way

Also, we have received the FAUS priority project list from Jackson County but still need the City Council action from the City of Ashland.

By a copy of this letter your project asessments are being given to Mr. Eb Engelmann, Regional Environmentalist, for review and further processing. He will contact you directly for any additional information required.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER
By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
George Thornton
Eb Englemann

PROJECT MANAGEMENT
MAY -6 '76
REFER TO:
FOR

| Info | Investigate | R/D | Action | File | Letter | See me |
|---|---|---|---|---|---|---|
| | | | | | | |

Rev. 6/5/75

8762

# FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date April 9, 1976

Applicant Agency City of Ashland

Federal Aid System Route No. ______ Route Name ______

Project Name Wimer Street Improvement

Project Length 1330 ft. Project Location (Attach sketch map)

Project Description This project will consist of improvement of the street with storm sewer and curb, gutter and pavement.

RECEIVED
COUNTY & CITY SECTION
JUN 11 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Average Daily Traffic 188 Design Speed Residential

Complete Applicable Sections:

## I. ROADWAY DATA

### 1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes Two Shoulders None

Medians None Parking None

Sidewalks None

Other ______

### 2. Desired Roadway Cross Section: (Attach sketch)

Width 36 ft. Travel Lanes Two Shoulders None

Medians None Parking One side

Curbed yes Length Curb Radii Ten feet

Sidewalk/Bikeway Will be considered

Other ______

FOOTNOTES: ______

Description of Proposed Roadway Work The work will consist of excavation, installation of a storm sewer and construction of curb, gutter and pavement.

## II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50' Minimum ______ Maximum ______

2. Will Additional Right-of-Way Be Needed? No Explain ______

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? DNA

4. Will applicant acquire right-of-way and have State review negotiations? Yes ____ No DNA

5. Should State negotiate and acquire right-of-way in behalf of applicant? DNA

6. Should State prepare options? Yes ____ No ____ DNA

7. Is a public hearing necessary? DNA

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain ______

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No If so, explain ______

## III. TRAFFIC CONTROL DATA

1. Existing Signalization:

None

2. Proposed Signalization:

Location None

Type ______

Phases
Type of Suspension
Interconnected
Other

**FOOTNOTES:**

3. **Permanent Signing:**

Include in project or by applicant? Street signs by applicant

4. **Permanent Striping:**

Include in project or by applicant? None

## IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

Standard street lights at intersections

2. **Proposed Illumination:**

Location No additional
Type

## V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Size
To Remain in Place?

2. **Proposed Structure:**

Location A section of retaining wall might be required.

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

VI. **RAILROAD DATA**

1. Are there any railroad crossings? None Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of Tracks: Mainline Siding Total
Angle of Intersection
Sight Distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered? DNA

VII. **ACTION PLAN REQUIREMENTS**

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

| | |
|---|---|
| 1. Citizen Involvement | City Engineer<br>Office |
| 2. Environmental | Same<br>Office |
| 3. Public Hearing | Same<br>Office |

REMARKS: ______

## VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections
Relocation of domestic water facilities might be required.

2. Does the applicant desire to perform the project preliminary engineering?
Yes ______ No X

Does the applicant desire to perform the project construction engineering?
Yes ______ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

| | |
|---|---|
| Roadway Work | $ 60,000 |
| Right-of-Way Costs (if participating) | -0- |
| Traffic Control | 1,000 |
| Illumination | -0- |
| Structures | -0- |
| Railroad | -0- |
| Other Storm drain and water facilities | 10,000 |
| Preliminary Engineering | 7,000 |
| PROJECT TOTAL | $ ~~77,000~~ 78,000 |

FOOTNOTES: ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Ashland, Oregon and/or ______ County

By Brian L. Almquist By ______

By ______ By ______

By ______

8763 Shady Cove (Cleveland St) 1978
(Grading & paving)

C-Q 6339 12-14-77

8763

Form 734-1191 (Rev. 5/77)

**OREGON STATE HIGHWAY DIVISION**

# REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE: 3-16-79

BILLING REQ. NO.: CC 1986

YOUR ORDER NO.:

CREDIT DISTRIBUTION: 315-1728-295

**BILL TO:** Code:

City of Shady Cove
City Hall
Shady Cove, OR 97539
Attn: Ms. Muriel P. Newcomb, City Recorder

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| FINAL BILLING Per Itemized Statement: | | | |
| SCA Project<br>Shady Cove (Cleveland Str.) Sect.<br>Covered by Agreement No. 6339<br>Contract No. 8763 | | | |
| TOTAL COST | | | $28,284.89 |
| Less State Share | | | 25,000.00 |
| City's Share | | | 3,284.89 |
| City's Advance Deposit | | | 4,620.00 |
| REFUND DUE CITY | | | $ 1,335.11 |

| | |
|---|---|
| Advance Deposit Amount | $ 4,620.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ -- |
| Balance | $ 4,620.00 |
| Transfer to Highway Fund | $ 3,284.89 |
| Refund Due City | $ 1,335.11 |

Amount Due . . . . . $

Partial or final request for billing: Final

Number of the previous request in connection with this service: -0-

Submitted by: Fred Hildebrandt
F. Hildebrandt

Approved:

SP*35736-734

Date March 16, 1979

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1978

Contract #8763 Prefix 315-1728 Survey Prefix 315-1451

Street Cleveland Street

City Shady Cove

| | |
|---|---|
| Payments to Contractor (see attached voucher) ........... | $ 24,973.57* |
| Engineering and Contingencies ......................... | 3,311.32 |
| Survey: Total $ 4,234.44<br>Prorated Share ............................. | -- |
| TOTAL .............. | 28,284.89 |
| Agreed State Share | 25,000.00 |
| Agreed City Share | 3,284.89 |
| City Advance Deposit | 4,620.00 |
| Due to City | $ 1,335.11 |

Reference: Outside Billing CC 1986

* includes $6.81 interest

FISCAL YEAR
78-79

OREGON STATE HIGHWAY DIVISION

Form 81-734-1[illegible] (Rev. 9-72)

# DISBURSEMENT VOUCHER

| | VOUCHER DATE | TOTAL AMOUNT |
|---|---|---|
| Tru-Mix Construction Co.<br>P.O. Box 1708<br>Medford, OR 97501 | 12/07/78 | $ 625.60 |
| 8763 | Final Voucher<br>Interest | $ 618.79<br>6.81 |
| by | | |

WARRANT NUMBER
22061

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

## FINAL CONTRACT PAYMENT SUMMARY

CONTRACT NO. 8763

CONTRACTOR Tru-Mix Construction
P.O. Box 1708
Medford, OR 97501

| | |
|---|---|
| FINAL VOUCHER AMOUNT . . . . . . . . . . . . . . . . . . . . | $ 618.79 |
| PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT . . . . . . . . . . . . . . . . . . . . | — . |
| LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES) . . . . . . . . . . . . . . . . . . . . | ( — . ) |
| PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT* . . . . . . . . . . . . | 6.81 |
| TOTAL DUE CONTRACTOR | 625.60 |

*INTEREST FROM Nov. 9, 1978

RJHacek
R. J. HACEK, ASSISTANT CONTROLLER

| ESTIMATE NO. | DATE PAID | AMOUNT | AMT. ÷ 3000 = INT./DAY | X TOTAL DAYS | = INTEREST DUE |
|---|---|---|---|---|---|
| 2 Final | 12-11-78 | 618.79 | 0.2063 | 33 | 6.81 |
| | | | | | |
| | | | | | |
| | | | | | |

Form 734-1388

work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

RECEIVED
DEC 7 1978
HIGHWAY ACCOUNTING

Richard F.
(Signature)

FORM 81-734-1020

| | | | |
|---|---|---|---|
| **CT PAYMENT VOUCHER**<br>**OREGON STATE HIGHWAY DIVISION** | COUNTY<br>JACKSON | 8763 | 2 |
| | HIGHWAY<br>CITY STREET | FEDERAL AID PROJECT NO. | |
| 34-1620 (REV. 7-76) | SECTION<br>SHADY COVE (CLEVELAND ST) | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE |
|---|---|---|---|
| 9N MOBILIZATION | LUMP SUM | 1000.0000 | 100.000 |
| 9N TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 300.0000 | 100.000 |
| 9N TEMPORARY SIGNS | SQ FT | 7.0000 | 30.600 |
| 9N TEMPORARY BARRICADES | EACH | 125.0000 | 2.000 |
| 9N FLAGMEN | HOUR | 21.0000 | 3.000 |
| 9N GENERAL EXCAVATION | LUMP SUM | 2000.0000 | 100.000 |
| 9N AGGREGATE BASE 6-INCHES THICK | SQ YD | 3.1500 | 3,550.900 |
| 9N [illegible]LASS B ASPHALT CONCRETE 2-INCHES THICK | SQ YD | 2.8000 | 3,317.900 |
| 9N EXTRA FOR ASPHALT APPROACHES | EACH | 100.0000 | 8.000 |
| ADJUSTMENT ITEMS | | | |
| 9N PRICE RED NON SPEC AC BI 8 | LUMP SUM | 135.9000- | 100.000 |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | |
|---|---|
| TE<br>11 30 78 PG. 01 8763 | TOTAL CONTRACT ITEMS |
| EVIOUS VOUCHER NO.<br>11389 | % RETAINED ON CONTRACT ITEMS |
| ECKED BY:<br>REW/bb | FORCE ACCOUNT |
| GINEER OR AUDITOR<br>W. Maude | TOTAL PAYMENTS |

| | | | |
|---|---|---|---|
| | CONTRACT NO. 8763 | 2 | |
| | FEDERAL AID PROJECT NO. | | |
| ST) | | | |

| | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|
| UM | 1000.0000 | 100.000 | 1000.00 | 1000.00 | |
| UM | 300.0000 | 100.000 | 300.00 | 300.00 | |
| | 7.0000 | 30.600 | 214.20 | 214.20 | |
| | 125.0000 | 2.000 | 250.00 | 250.00 | |
| | 21.0000 | 3.000 | 63.00 | 63.00 | |
| UM | 2000.0000 | 100.000 | 2000.00 | 2000.00 | |
| | 3.1500 | 3,550.900 | 11185.34 | 11891.88 | 706.54- |
| | 2.8000 | 3,317.900 | 9290.12 | 9110.36 | 179.76 |
| | 100.0000 | 8.000 | 800.00 | 800.00 | |
| UM | 135.9000- | 100.000 | 135.90- | | 135.90- |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | |
| * NET RETAINAGE | |

| | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|
| TOTAL CONTRACT ITEMS | 24966.76 | 25629.44 | 662.68- |
| % RETAINED ON CONTRACT ITEMS | | 1,281.47 | 1,281.47 |
| FORCE ACCOUNT | | | |
| TOTAL PAYMENTS | 24,966.76 | 24,347.97 | 618.79 |

```
AL TO DATE [illegible] SUMMARY

SCRIPTION OF JOB OR DEPARTMENT         PREFIX         FUNCTION   GR  CURRENT MONTH
                                    314   1705        900        00
                                                        ** JOB TOTALS **

ROGUE RIVER (BROADWAY ST)       CONT NO 8406 * FA PROJ NOS
                                    315   1726        201        00
                                    315   1726        206        00
                                    315   1726        900        00
                                                        ** JOB TOTALS **

E PINE ST CENTRAL POINT         CONT NO      * FA PROJ NOS
                                    315   1727        240        00
                                    315   1727        900        00
                                                        ** JOB TOTALS **

SHADY COVE-CLEVELAND ST         CONT NO 8763 = FA PROJ NOS
                                    315   1728        201        00
                                    315   1728        206        00
                                    315   1728        900        00
                                                        ** JOB TOTALS **

CHOCKTOOT ST & FIRST AVE        CONT NO 8569 * FA PROJ NOS
                                    318   1709        201        00
                                    318   1709        203        00
                                    318   1709        204        00
                                    318   1709        206        00
                                    318   1709        270        02
                                    318   1709        295        00
                                    318   1709        296        00
                                    318   1709        900        00
                                    318   1709        900        00 &
                                                        ** JOB TOTALS **

9TH-3RD COMMERCIAL NT55A        CONT NO        FA PROJ NOS
                                    323   1716        287        00
                                    323   1716        901        00
                                    323   1716        905        00
                                    323   1716        914        00
                                    323   1716        920        00
                                    323   1716        921        00
                                    323   1716        921
```

```
                                                   FEBRUARY 1979               PAGE  454
                                                        FISCAL                 GRAND TOTAL
                                                     YEAR TO DATE               TO DATE
PREFIX            FUNCTION   GR  CURRENT MONTH                  30                    30
   1705             900       00                  **   12,500.30    **         25,000.30
               ** JOB TOTALS **

                                                                                       00
                                                                               18,287.08
0 8406 * FA PROJ NOS                                                                7.43
5    1726           201       00                                                1,795.18
5    1726           206       00                                    **         20,089.69
5    1726           900       00                       **
               ** JOB TOTALS **

                                                                                       00
NO        * FA PROJ NOS                                                        12,500.00
15   1727           240       00                                               12,865.10
15   1727           900       00                                    **         25,365.10
               ** JOB TOTALS **                        **

NO 8763 = FA PROJ NOS                                  24,966.76               24,966.76
15   1728           201       00                            6.81                    6.81
15   1728           206       00                        3,311.32                3,311.32
15   1728           900       00                   **  28,284.89    **         28,284.89
               ** JOB TOTALS **

                                                                                       00
NO 8569 * FA PROJ NOS                                     973.52               24,855.52
18   1709           201       00                          810.00CR              2,370.00
318  1709           203       00                        1,116.10                    3.4
318  1709           204       00                            3.41                   35.20
318  1709           206       00                           35.20                  151.5
318  1709           270       02                          151.55                  151.5
18   1709           295       00                          151.55CR              2,655.1
318  1709           296       00                          297.53                    7.5
318  1709           900       00                   **   1,615.76    **         25,186.7
318  1709           900       00 *
               ** JOB TOTALS **

                                                                                       00
                                                                               17,020.0
NO                 FA PROJ NOS                                                  1,908.9
323  1716           287       00                                                  587.4
323  1716           901       00                                                      4
323  1716           905       00                                                   44.8
323  1716           914       00                                                  180.6
323  1716           920       00                                                   51.2
323  1716           921       00
```

```
                                         315   1429      911      00
                                         315   1429      914      00
                                         315   1429      920      00
                                         315   1429      921      00
                                                      ** JOB TOTALS **                    **

OVE, CLEVELAND ST [illegible]       CONT NO        * FA PROJ NOS
                                         315   1451      901      00
                                         315   1451      905      00
                                         315   1451      910      00
                                         315   1451      911      00
                                         315   1451      920      00
                                         315   1451      921      00
                                                      ** JOB TOTALS **                    **    2

& [illegible]                       CONT NO        * FA PROJ NOS
                                         318   1425      901      00
                                         318   1425      905      00
                                         318   1425      910      00
                                         318   1425      921      00
                                         318   1425      924      00
                                                      ** JOB TOTALS **                    **

AY-SWELLINGSTON-COASTDR             CONT NO          FA PROJ NOS
                                         321   1490      901      00               32.24        3
                                                      ** JOB TOTALS **             32.24  **    3

                                         323   1455      901      00
                                         323   1455      905      00
                                         323   1455      914      00
                                         323   1455      920      00
                                         323   1455      921      00
                                         323   1455      923      00
                                                      ** JOB TOTALS **                    **

RD-WASHINGTON ST STA[illegible]     CONT NO          FA PROJ NOS
                                         324   1402      910      00
```

```
1429      911       00                                                                  1.68
1429      914       00                                                                 92.89
1429      920       00                                                                 21.42
1429      921       00                                                                180.91
          ** JOB TOTALS **                  **                  **                  2,635.66    **

   * FA PROJ NOS                                                                        00        STATE
1451      901       00                                                              1,901.26
1451      905       00                                                              1,265.21
1451      910       00                                                                436.20
1451      911       00                                                                 12.00
1451      920       00                                                                 72.00
1451      921       00                                            23.30               547.77
          ** JOB TOTALS **                  **                    23.30   **        4,234.44    **

   * FA PROJ NOS                                                                        00        STATE
1425      901       00                                                              2,365.87
1425      905       00                                                              2,201.84
1425      910       00                                                                571.34
1425      921       00                                                                273.44
1425      924       00                                                                 25.24
          ** JOB TOTALS **                  **                  **                  5,437.73    **

     FA PROJ NOS                                                                                  STATE
1490      901       00             32.24                          32.24                 32.24
          ** JOB TOTALS **         32.24    **                    32.24   **            32.24    **

1455      901       00                                                              1,908.99CR
1455      905       00                                                                383.97CR
1455      914       00                                                                   .48CR
1455      920       00                                                                 44.84CR
1455      921       00                                                                180.64CR
1455      923       00                                                                 51.24CR
          ** JOB TOTALS **                  **                  **                  2,570.16CR**

     FA PROJ NOS                                                                        00        STATE
1402      910       00                                                              1,387.00
```

#8763

November 30, 1978

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

Contract No. 8763 awarded to Tru-Mix Construction Company for work on Cleveland Street in the City of Shady Cove, Jackson County, was completed on September 5, 1978, and accepted by the State Highway Engineer on November 27, 1978.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 5, 1978.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Tru-Mix Construction Company
1111 East Vilas Road
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

10-19-78

# ENGINEERS NARRATIVE

Cleveland Street(Shady Cove)
City Street Jackson County
Contract 8763 Prefix 315-1728

***********************************************************************

On July 11, 1978 contract number 8763 was awarded to Tru-Mix Construction Company for the construction of .14 miles of city street in the city of Shady Cove. On August 15, a preconstruction conference was held and after all aspects of the construction schedule had been dealt with it was anticipated that no problems would arise.

On August 18, 1978 the contractor began work on the subgrade. The subgrade was completed and the contractor placed the base rock on the 23rd and 24th of August. On August 29, the project was paved and the contractor left the job. On September 5, he returned to the project and completed the shoulder work and performed the final cleanup.

The contractor used 46 of the allotted 55 calendar workdays to complete the job. There were no price agreements, extra work orders or state force orders necessary on the project. A penalty price agreement will be written to cover the use of non-specification asphalt on the job as the asphalt content was below the required 6%.

Throughout the project work, liason with the mayor, councilmembers and other interested members of the community was maintained and this led to some alterations of the work plans for the mutual benefit of the contractor and the city of Shady Cove. The finished project has a crisp appearance and the paved street will be a real improvement to the area.

REFERRED TO
Beard ✓ Stoudenmeyer DRF
Cole Sample
Erikson Watson
Heger Dern Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Please prepare a
letter of acknowledgement
DDC

Versteeg
I Christensen DDC
George
Olson
Terpin
Sullivan Copy
Scott
Anderson

RECEIVED
OCT 19 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

STATEMENT OF OVERRUNS & UNDERRUNS

CLEVELAND STREET (SHADY COVE)
CITY STREET JACKSON COUNTY
CONTRACT 8763 PREFIX 315-1728

*******************************************************************

| ITEM | CONTRACT | FINAL | PERCENT +OR- |
|---|---|---|---|
| CONTRACT BID ITEMS | $25,469.00 | $25,102.66 | -1.4% |
| ANTICIPATED ITEMS | $400.00 | 0 | -100.0% |
| CONTINGINCIES | $1,164.11 | | |
| ENGINEERING | $2,586.90 | $3,440.99 | +33.0% |
| TOTAL CONTRACT COSTS | $29,620.01 | $28,543.65 | -3.6% |

*******************************************************************

## STATEMENT OF OVERRUNS & UNDERRUNS

| ITEM NO. | ITEM | UNIT | QUANTITY | QUANTITY | +OR- |
|---|---|---|---|---|---|
| 1. | Mobilization | Lump Sum | 100% | 100% | 0.0 |
| 2. | Temporary Protection and Direction of Traffic | Lump Sum | 100% | 100% | 0.0 |
| 3. | Temporary Signs | Sq. Foot | 30 | 30.6 | +2.0 % |
| 4. | Temporary Barricades | Each | 2 | 2 | 0.0 |
| 5. | Flagmen<br>A flagman was used only on the paving operation. The normal operation was mobile enough to not require the use of a flagman except when equipment was on the Crater Lake Highway. | Hour | 24 | 3 | -87.5% |
| 7. | Aggregate Base, 6-Inches Thick | Sq. Yard | 3,500 | 3,550.9 | +1.5% |
| 8. | Class B Asphalt, 2-Inches Thick | Sq. Yard | 3,350 | 3,317.9 | -1.0% |
| 9. | Extra for Asphalt Approaches | Each | 8 | 8 | 0.0 |

8763

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CLEVELAND ST (SHADY COVE)

WEEK ENDING: September 9, 1978

SECTION PREFIX: 315-1728

HIGHWAY: City Street

COUNTY: Jackson

NAME OF JOB: Cleveland St(Shady Cove)

KIND OF WORK: Grading and Paving

CONTRACTOR: Tru-Mix Construction Co.

CONTRACT NUMBER: 8763

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 11, 1978

DATE WORK STARTED: August 18, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 55

CALENDAR DAYS USED 46

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 84

PROJECT AUTHORIZATION: $29,620.01

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $27,033.11

ENGINEERING AUTHORIZATION $2,586.90

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $27,033.11

ENGINEERING COST TO DATE $2,545.00

DATE PROJECT WAS COMPLETED: September 5, 1978

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 98 %

## ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| | | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.14 | 0.14 | | | 0.14 |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 0.14 | 0.14 | | | 0.14 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 100% | 3,500 | | | 3,350 |
| TOTAL QUANTITIES CORRECTED TO DATE | 100% | 3,600 | | | 3,315 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 100% | 3,600 | | | 3,316 |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

1 blade

## ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | | | | | | | | |
| PERCENT | | | | | | | | |

| | | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|---|
| SUNDAY | 3 | Cloudy | 1 | | |
| MONDAY | 4 | Showers | 1 | | |
| TUESDAY | 5 | Showers | 1 | | |
| WEDNESDAY | 6 | Rain | 0 | | |
| THURSDAY | 7 | Rain | 0 | | |
| FRIDAY | 8 | Rain | 0 | | |
| SATURDAY | 9 | Showers | 0 | | |

RECEIVED
SEP 11 1978
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | No Activity |
| MONDAY | No Activity |
| TUESDAY | Foreman and blade working on rock shoulders and final cleanup of project. |
| WEDNESDAY | No Activity for the rest of the week |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

The project was completedxon September 5, 1978 and the calendar day count was t stopped and a second notification was submitted. No further reports will be submitted from this office.

SIGNED Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP*F216

8763.

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 7, 1978

**Tru-Mix Construction Company**
**1111 East Vilas Road**
**Medford, OR 97501**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

**Contract No. 8763 for work on Cleveland Street in Shady Cove, Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dds**
Enclosure

**cc** **Industrial Indemnity Company**
**Attention: Bond Department**
**421 S.W. 6th Avenue**
**Portland, OR 97204**

**bc** **C. T. Kessey**
**Walt Hart**
**Robert Church**
**Jim Kinns**
**Alfred Shirley**
**William Haude**

**TRU-MIX**
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 1708
1111 East Vilas Road
Medford, Oregon 97501

August 3, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

REFERENCE: Contract No. 8763 - Shady Cove (Cleveland St. )

Gentlemen:

Enclosed please find two copies of the contract for the above-referenced project, with the contract and bond signed, and with bond signatures witnessed.

Very truly yours,

TRU-MIX CONSTRUCTION COMPANY

Robert E. Vaughn

Robert E. Vaughn, P.E.

REV:hn
Enclosures

RECEIVED
AUG 4 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

**TRU-MIX**
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 1708
1111 East Vilas Road
Medford, Oregon 97501

July 20, 1978

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

REFERENCE: Contract No. 8763 - Shady Cove (Clevland St.)

Gentlemen:

Enclosed please find two copies of the contract for the above-referenced project, with the contract and bond signed.

Very truly yours,

TRU-MIX CONSTRUCTION COMPANY

Robert E. Vaughn

Robert E. Vaughn, P.E.

REV:km
Enclosures

NOTED
C. W. HEAD

RECEIVED
JUL 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8763

8

bbc: C. T. Keasey
Robert Church
Walt Hart
Alfred Shirley
William Maude
SAIF
Fran

July 11, 1978

Tru-Mix Construction Company
1111 East Vilas Road
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on Cleveland Street in Shady Cove, Jackson County for the sum of $25,469 and referred it to the State Highway Engineer with authority to award the contract subject to concurrence of the City of Shady Cove and when the sum of $4,620 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8763.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 22, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: Pacific Builder & Engineer, Inc., Seattle, WA
Daily Journal of Commerce, Seattle, WA and Portland

June 22, 1978

City of Shady Cove
City Hall
Shady Cove, OR 97539

Attn: Ms. Muriel P. Newcomb
City Recorder

Gentlemen:

On June 22, 1978 a satisfactory bid was received from Tru-Mix Construction Co., P.O. Box 1708, Medford, OR 97501, for construction on Cleveland Street.

The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $25,469.00 |
| Permanent Pavement Striping | 400.00 |
| 4½% Contingencies | 1,164.11 |
| 10% Engineering | 2,586.90 |
| ESTIMATED TOTAL COST | $29,620.01 |
| Less | 25,000.00 |
| City's Advance Deposit:<br>rounded to $4,620.00 | $ 4,620.01 |

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $4,620.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

7-11-78
REC'D ADV. DEP.
NOTIFIED V. BOYD
& JACK AYRES.

FFH:cw

bc w/AD#450: Vern Skoog - Please return completed AD#450 when check is returned

Region 3 Federal Aid Engineer

#163

Shady Cove

# ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 5/24/78
Donald L Prout

6-22-78 Bid Letting ____________ All Clear Deadline

SECTION Shady Cove (Cleveland St)
Highway City
County Jackson Region 3
Type of Work G-P Funds City
State __ Consultant __ Plans Avail. __ Yes _/_ No

**DOCUMENTS:** N/A City Funds

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| EIS | | | | | | |
| Negative Declaration | | | | | | |
| Project Assessment | | | | | | |
| Write-off Letter | | | | | | |

**PERMITS:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Division of State Lands | ☒ | | | | | |
| D.O.G.M.I. | ☒ | | | | | |
| Corps of Engineers | ☒ | | | | | |
| Coast Guard | ☒ | | | | | |
| Co. Conditional Use | ☒ | | | | | |
| NPS Air Pollution | ☒ | | | | | |
| NPS Water Pollution | ☒ | | | | | |
| | | | | | | |
| | | | | | | |

**CULTURAL:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Cultural Survey | | ☒ | | | ☒ | |
| Cultural Salvage | ☒ | | | | | |

**NOISE:**

| | Not Required | Required | Mitigation Required | Mitigation/Plans | ALL CLEAR | |
|---|---|---|---|---|---|---|
| Noise Study | ☒ | | | | | |

3763

Section Shady Cove ( eveland st) Progra ing Estimate $

Highway City Street Project Length .14 miles

5-22-78

County Jackson Completion Time 55 CWD

Kind of Work Paving and Grading

Prefix 315-1451 FA Project No. State

## ESTIMATED CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Estimated Contract Amount | | $ 30,765.00 |
| Anticipated Additional Items: | | |
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 400.00 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | | |
| State Furnished | | $ 400 |
| Install Water Meter | | |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees | | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| | | |
| | | |
| Misc. Permit Fees | | |
| | | $ 31,165.00 |
| Contingencies (4-1/2%) | | 1,402.43 |
| Engineering ( 10 %) | | 3,116.50 |
| SUBTOTAL | | $ 35,683.93 |
| Credit for | | |
| Estimated Net Authorization, Construction | | $ 35,683.93 |

APPROVED

Road Design Engineer

5-22-78

City has $11,000

per Sept. 26, 1977 letter

Z

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1

Date May 9, 78

Section Shady Cove (Cleveland St.)

County Jackson

Kind Of Work Grading and Paving

Length .14 mile

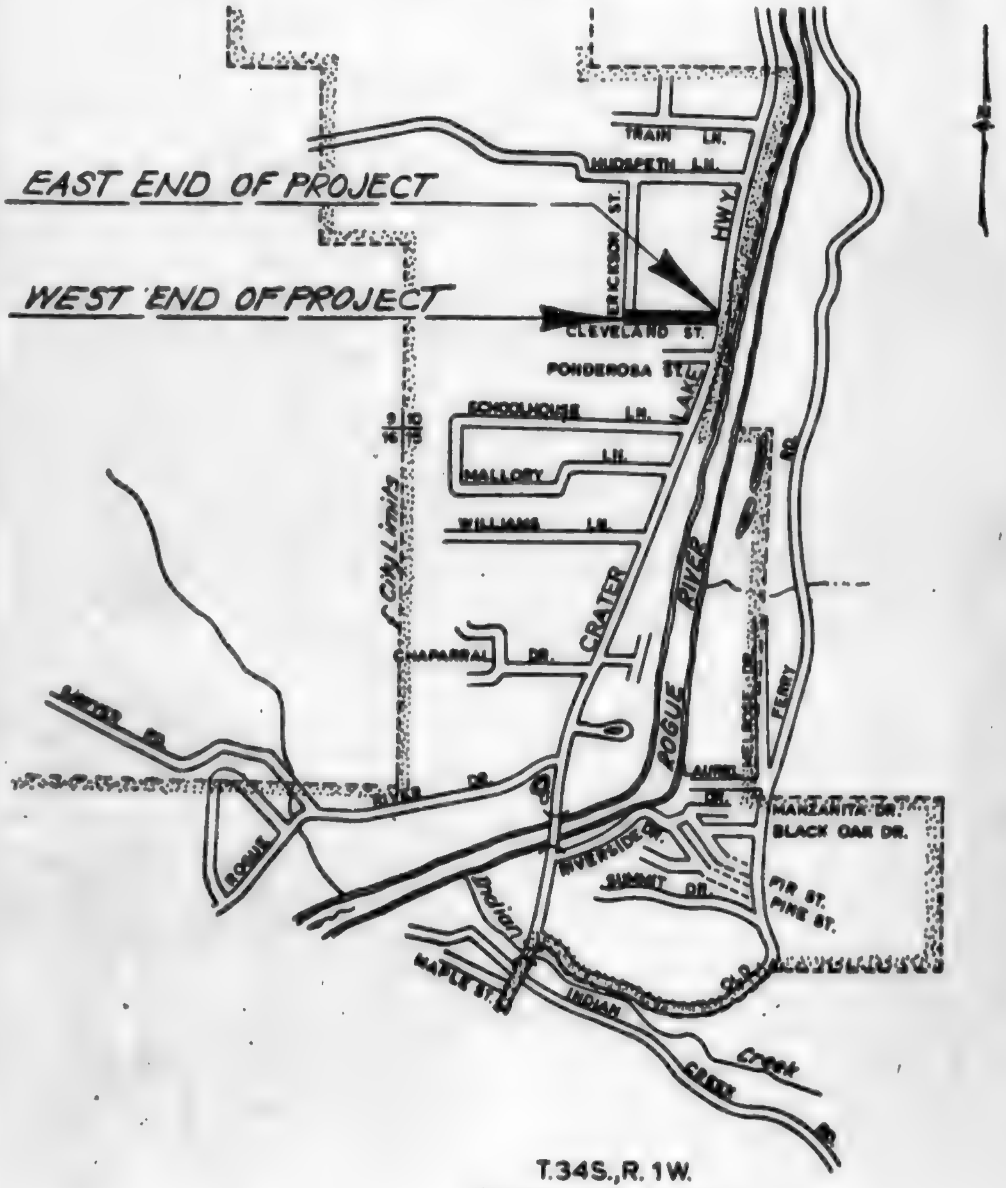
Name Wl. Bergstedt

| No | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization | | All | All | — | 2,300 00 |
| 2 | Temporary Protection and Direction of Traffic | | All | All | — | 500 00 |
| 3 | Temporary Signs | | Sq ft | 30 | 6 00 | 180 00 |
| 4 | Temporary Barricades | | Each | 2 | 100 00 | 200 00 |
| 5 | Flagmen | | Hour | 24 | 18 50 | 444 00 |
| | Roadwork | | | | | |
| 6 | General Excavation | | Cu. yd. | 292 | 4 25 | 1,241 00 |
| 7 | Finishing Roadbed and Slopes | | All | All | - | 1,000 00 |
| 8 | Aggregate Base | | Ton | 1100 | 11 00 | 12,100 00 |
| 9 | Class "B" Asphalt Concrete | | Ton | 400 | 29 00 | 11,600 00 |
| 10 | Extra for Asphalt Approaches | | Each | 8 | 150 | 1,200 00 |
| | | | | | | 30765 00 |

8763

# SHADY COVE

4-20-78


EAST END OF PROJECT
WEST END OF PROJECT
TRAIN LN.
HUDSPETH LN.
ERICKSON ST.
HWY.
CLEVELAND ST.
PONDEROSA ST.
LAKE
SCHOOLHOUSE LN.
MALLORY LN.
WILLIAMS LN.
City Limits
9 10
16 15
CRATER
RIVER
ROGUE
RD.
CHAPARRAL DR.
MELROSE DR.
FERRY
AUBEL DR.
RIVER DR.
ROGUE
RIVERSIDE DR.
MANZANITA DR.
BLACK OAK DR.
SUMMIT DR.
FIR ST.
PINE ST.
Indian
MAPLE ST.
INDIAN CREEK RD.
Creek
OLD
N

T.34S., R. 1W.

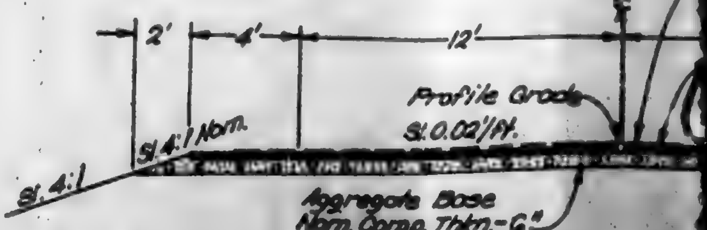
Sketch Map

Scale 0 400 800 1200 Feet

| INDEX OF SH | |
|---|---|
| SHEET NO. | DESCRIPT |
| 1 | Sketch Map, Typical Section |
| 2 | Plan & Profile |
| | |

Temporary Protection & Direction
Written in specs.

## TYPICAL S


2'
4'
12'
Profile Grade
Sl. 0.02'/Ft.
Sl. 4:1 Norm.
Sl. 4:1
Aggregate Base
Norm. Comp. Thkn. - 6"

STA 10+10 To ST

A
C
B
B
D

## SUMMARY

| No. | Item | Code | Unit | Quant. | Unit Cost | Total |
|---|---|---|---|---|---|---|
| 1 | Mobilization | | L.S. | All | | |
| 2 | Temp. Protection & Direction of Traffic | | L.S. | All | | |
| 3 | Temporary Signs | | Sq. Ft. | | | |
| 4 | Flagmen | | Hours | | | |
| 5 | Clearing & Grubbing | | L.S. | All | | |
| 6 | General Excavation | | C.Y. | 292 | | |
| 7 | Finish Roadbed & Slopes | | L.S. | All | | |
| 8 | Watering | | M-Gal | 17 | | |
| 9 | Aggregate Base | | Ton | 933 | | |
| 10 | Class 'B' Asphalt Cement | | Ton | 392 | | |
| 11 | Asphalt in Tack Coat | | Ton | 1 | | |
| 12 | Extra for Asphalt Approaches | | Ea. | 8 | | |

| OF SHEETS |
|---|
| DESCRIPTION |
| cal Section, Details, Summary |
| |
| |

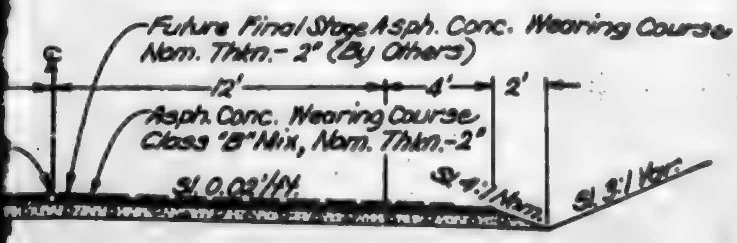
Direction of Traffic to be

PRELIMINARY COPY
APR 14 1978
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Hildebrandt

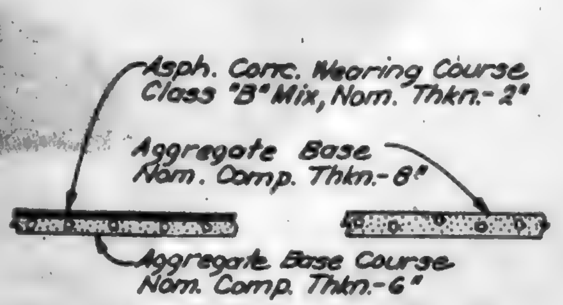
| OREGON STATE HIGHWAY DIVISION<br>GRADING & PAVING<br>SHADY COVE (CLEVELAND ST.) SEC.<br>CITY STREET<br>JACKSON COUNTY | | | | SHEET No. 1 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 10 | OREGON | STATE | JULY 1979 | 2 |

## SECTION



Future Final Stage Asph. Conc. Wearing Course Nom. Thkn.- 2" (By Others)
℄
12'
4'
2'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Sl. 0.02'/Ft.
Sl. 4:1 Nom.
Sl. 3:1 Var.

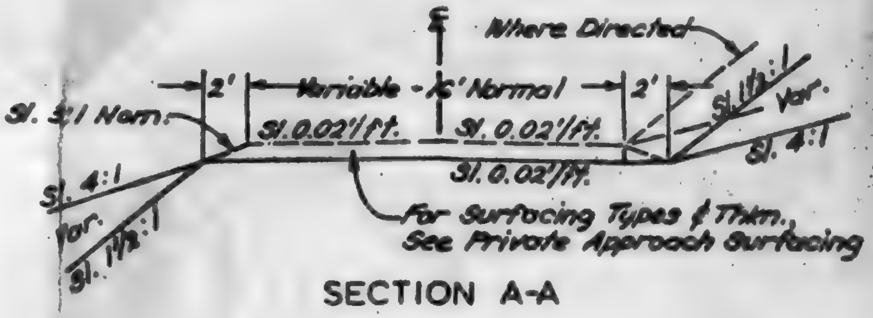
To STA. 17+50



Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.- 2"
Aggregate Base Nom. Comp. Thkn.- 8"
Aggregate Base Course Nom. Comp. Thkn.- 6"

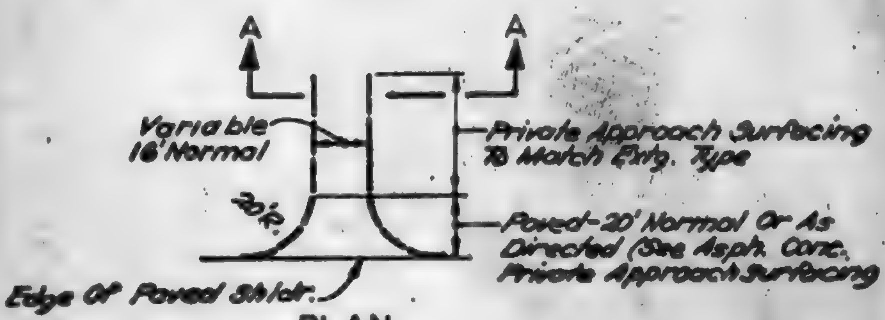
ASPHALT CONC. GRAVEL

PRIVATE APPROACH SURFACING



℄
Where Directed
2'
Variable - 16' Normal
2'
Sl. 3:1 Nom.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn., See Private Approach Surfacing

SECTION A-A



A
A
Variable 16' Normal
20' R.
Private Approach Surfacing To Match Exist. Type
Paved-20' Normal Or As Directed (See Asph. Conc. Private Approach Surfacing
Edge Of Paved Shldr.

PLAN

APPROACH

APPROVED
CITY OF SHADY COVE
BY MAYOR Ray Briggs
BY RECORDER Muriel [illegible]
DATE 4/20/78

PRELIMINARY COPY
SUBJECT TO CHANGE

ROBERT W STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 17, 1978

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAY 3 1978
M
File: PM FA
TAA Hildebrandt LG OP

Ms. Muriel P. Newcomb
City Recorder
City Hall
Shady Cove, OR 97539

Dear Ms. Newcomb:

Enclosed are two sets of preliminary plans for the 1978 Special City Allotment project on Cleveland Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a street, as shown on these preliminary plans, is currently estimated to cost $28,700. The State's share would be $25,000.

Recommended changes you suggest should reach this office by May 10, 1978 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

Gerald W. Wimer
Local Government Manager

GWW:FFH:dmc
Enclosure

5/01/78

NOTE: Enclosed is one approved preliminary plan, there were no recommended changes.

By: Muriel P. NewComb
Recorder.

APR 19 1978

CC Christensen, Design

2763

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

4-11-78

Attention: Right-of-Way Section

0915

Subject: Special City Allotment Project
Project Name Shady Cove (Cleveland St.)

Regarding the above referred to S.C.A. project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971. (This right-of-way was not acquired prior to January 2, 1971.)

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act. (Right-of-way deeded as gift to city, survey costs paid by the city.)

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to S.C.A. project have been authorized by permit, franchise, or other approved procedure.

cc: D.E. Swan
CT Keasey
R. Treigstad

Signed at Shady Cove, Oregon, this 11th day of April, 1978

City of Shady Cove

Ray Briggs
Mayor

City Recorder

Certified By:

Richard Wilson
Regional Right-of-Way Supervisor
Date May 11, 1978

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8763

FORM 81-734-3030

# OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Medford, Oregon 97501
March 7, 1978

Wm H. Maude

FROM: Wm.H.Maude, Resident Engineer

SUBJECT: Narrative Report
Cleveland Street (Shady Cove)
315-1451

TO: A.Shirley Jr.Region Engineer

This project is a city street to be constructed with a small city alottment. I met with the mayor and one councilman to discuss the project. This resulted in a request for a street"just like Schoolhouse Lane" which was done about three years ago. What he was requesting was a thirty two foot wide asphaltic concrete surface with paved driveways and 4:1 rock slopes. It was also requested that the cost be as near the $25,000.00 as possible.

The city representatives indicated that they could fund a portion of the work, but only if the money was required after June 8, 1978.

The design is an attempt to keep costs down by minimum excavation quantities. The first one hundred feet approximately has excavation and then the material will be used to shape and finish the remainder of the project. We have shown two bid items for this work, but it could be a lump sum amount for one item only. The surfacing quantities are small and should be commercial material and payment would be by the square yard. Drainage items will be done by the city. The paved driveways were requested and again payment would be per square yard, plus "Extra for Road Approach" per each.

I see little or no problems other than costs for this type of project.

WHM/sh

Form E-363 (Revised)

## REGON STATE HIGHWAY DEPARTM

# LOCATING ENGINEER'S STATEMENT

**Submit 2 Copies With Estimate**

Prefix 315-1451 Highway City Street Section Cleveland Street (Shady Cove)

Highway Class City Street Date March 9, 1978

| Yes | No | N/A* | |
|---|---|---|---|
| | | | 1. Are the following being submitted? |
| ☒ | ☐ | ☐ | a. Detail Map (Hard Copy). |
| ☐ | ☐ | ☒ | b. Small Scale Ownership Map. |
| ☐ | ☐ | ☒ | c. Abandonment Map. |
| ☐ | ☐ | ☒ | d. Vicinity Maps (PUC and Structures). |
| ☐ | ☐ | ☒ | e. RR Encroachment Maps and Cross Sections. |
| ☐ | ☐ | ☒ | f. Interchange Layout Sheets. |
| ☐ | ☐ | ☐ | g. Location Profile. |
| ☐ | ☐ | ☐ | h. Located Line Cross Sections. |
| ☐ | ☐ | ☒ | i. Mass Diagram. |
| ☒ | ☐ | ☐ | j. Earthwork and Other Calculations to Support Estimate. |
| ☒ | ☐ | ☐ | k. Field Notes. |
| ☐ | ☐ | ☒ | l. Coordinate Sheets. |
| ☐ | ☐ | ☒ | m. Clearing and Grubbing Chart. |
| ☐ | ☐ | ☒ | n. Report on Bench Mark Recoveries (Form E-369) |
| ☐ | ☐ | ☒ | (1) Description of Bench Mark (Form E-185). |
| ☐ | ☐ | ☒ | (2) Report on Condition of Bench Mark (Form E-186). |
| ☐ | ☐ | ☒ | o. Photostats of Deeds and Legal Instruments covering Ownerships. |
| ☐ | ☐ | ☒ | p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions. |
| ☐ | ☐ | ☒ | q. Property Appraisal and justifications for alternate facilities. |
| ☐ | ☐ | ☒ | r. Preliminary Soils and Material Report. |
| ☐ | ☐ | ☒ | s. Statement of Source of Materials and Stockpile Site (Form E-368). |
| ☐ | ☐ | ☒ | t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions. |
| ☐ | ☐ | ☒ | u. Estimate for Movement of Utilities. |
| ☒ | ☐ | ☐ | v. Quantity Summary. |
| ☒ | ☐ | ☐ | w. Cost Estimate. |
| ☒ | ☐ | ☐ | x. Narrative Report of Survey. |
| ☐ | ☐ | ☒ | 2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed? |
| ☐ | ☐ | ☒ | 3. Have all required temporary easements been designated as to area, type and duration? |
| ☒ | ☐ | ☐ | 4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? |
| ☐ | ☐ | ☒ | 5. Have samples of the surfacing materials been submitted for test by the Salem laboratory? |
| ☐ | ☐ | ☒ | 6. Have you investigated drift conditions (snow and sand)? |
| ☐ | ☐ | ☒ | 7. Are there slide conditions apparent? |
| ☐ | ☐ | ☒ | 8. Have you been over this project with a Soils representative? |
| ☐ | ☐ | ☒ | 9. Have you been over this project with a R/W representative? |
| | | | 10. Has a typical section of the following been platted on the location profile? |
| ☒ | ☐ | ☐ | a. Roadbed Grading, with Surfacing. |
| ☐ | ☐ | ☒ | b. Retaining Walls. |
| ☐ | ☐ | ☒ | c. Slope Benching. |
| ☐ | ☐ | ☒ | d. Hand Placed Slopes. |
| ☐ | ☐ | ☒ | e. Rip Rap Work. |
| ☐ | ☐ | ☒ | f. Irrigation Ditches. |
| ☐ | ☐ | ☒ | g. Special Drainage Ditches. |
| ☐ | ☐ | ☒ | h. Channel Changes. |
| ☐ | ☐ | ☒ | i. Flumes. |
| ☒ | ☐ | ☐ | j. Sidewalks, Curbs and Gutters. |
| ☐ | ☐ | ☒ | k. Tunnel (Drainage). |
| ☐ | ☐ | ☒ | 11. Is relocation of a scale site necessary? |
| ☐ | ☒ | ☐ | 12. Does this project involve construction of a frontage road? |
| ☐ | ☒ | ☐ | 13. Will there be unusual difficulty in handling traffic during construction? |
| ☐ | ☐ | ☒ | 14. Have all important alignment points been referenced? |
| ☒ | ☐ | ☐ | 15. Have all location problems been discussed in the Narrative Report of Survey? |

* Non Applicable

Signature Wm H Maude Wm.H.Maude
Locating Engineer

Address P.O. Box 368, Medford, Oregon 97501

## LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SHEE

SECTION [illegible] (Cleveland St.) UNIT OR PART ______

PREFIX 315-1451 COUNTY Jackson

HIGHWAY City Street

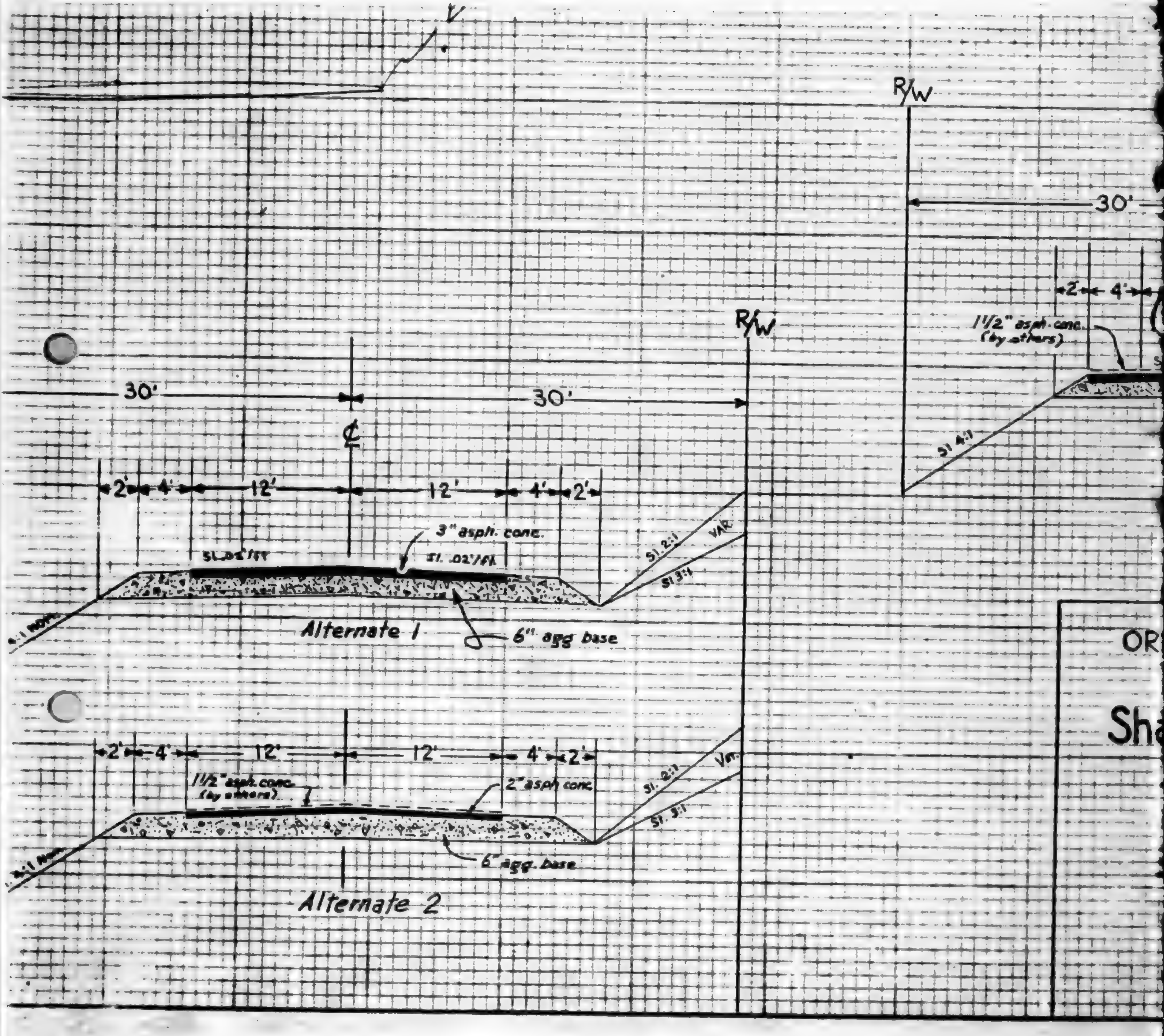
| ITEM NO. | SPEC. NO. | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE |
|---|---|---|---|---|---|
| | | | L.S. | All | |
| 1 | | Mobilization | | | |
| 2 | | Temporary Protection & | L.S. | All | |
| | | Direction of traffic | Sq.Ft. | 88 | $6^{00}$ |
| 3 | | Temporary Signs | Hour | 24 | $18^{00}$ |
| 4 | | Flagmen | | | |
| | | | | | |
| Roadwork | | | | | |
| | | | C.Y. | 250 | $5^{00}$ |
| 5 | 303 | General Excavation | L.S. | All | |
| 6 | | Finish Roadbed & Slopes | Ton | 856 | $7^{25}$ |
| 7 | 304 | Aggregate Base | Ton | 322 | 36 |
| 8 | 403 | Class 3 [illegible] Asphalt Conc. | Ea. | 5 | 145 |
| 9 | [illegible] | Extra [illegible] Asphalt Appr. | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

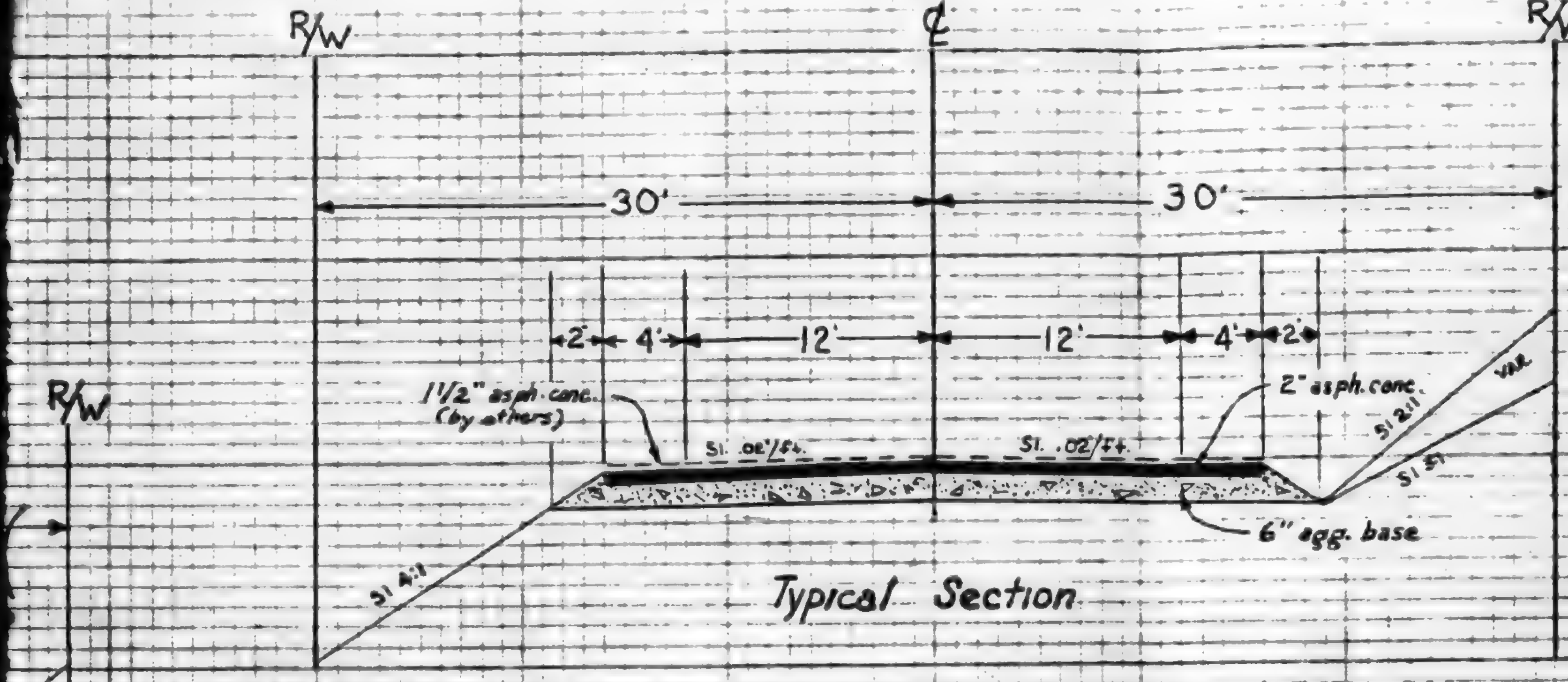
LOCATION COST ESTIMATE AND QUANTITY SUMMARY

ve (Cleveland st.) UNIT OR PART ______________ SHEET 1 OF 1

Street PREFIX 315-1451 COUNTY Jackson

| ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | UNIT PRICE | AMOUNT |
|---|---|---|---|---|
| Mobilization | L.S. | All | | 1720 |
| mporary Protection & | | | | 430 |
| Direction of traffic | L.S. | All | | |
| emporary Signs | Sq.Ft. | 88 | $6^{00}$ | 528 |
| Flagmen | Hour | 24 | $18^{00}$ | 432 |
| | | | | |
| | | | | |
| | | | | |
| General Excavation | C.Y. | 250 | $5^{00}$ | 1524 |
| ish Roadbed & Slopes | L.S. | All | | 750 |
| Aggregate Base | Ton | 856 | $7^{25}$ | 6206 |
| lass "B" or "C" Asphalt Conc. | Ton | 322 | $36^{00}$ | 11592 |
| xtra for Asphalt Appr. | Ea. | 5 | $145^{00}$ | 725 |
| | | | | |
| | | | | |
| | | | | 23,907 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |


R/W
30'
2
4'
1½" asph. conc. (by others)
Sl. 4:1
R/W
30'
30'
℄
2'
4'
12'
12'
4'
2'
3" asph. conc.
Sl. .02'/ft.
Sl. .02'/ft.
Sl. 2:1
VAR.
Sl. 3:1
4:1 Nom.
Alternate 1
6" agg base
2'
4'
12'
12'
4'
2'
1½" asph. conc. (by others)
2" asph. conc.
Sl. 2:1
Var.
Sl. 3:1
4:1 Nom.
6" agg. base
Alternate 2
OR
Sha

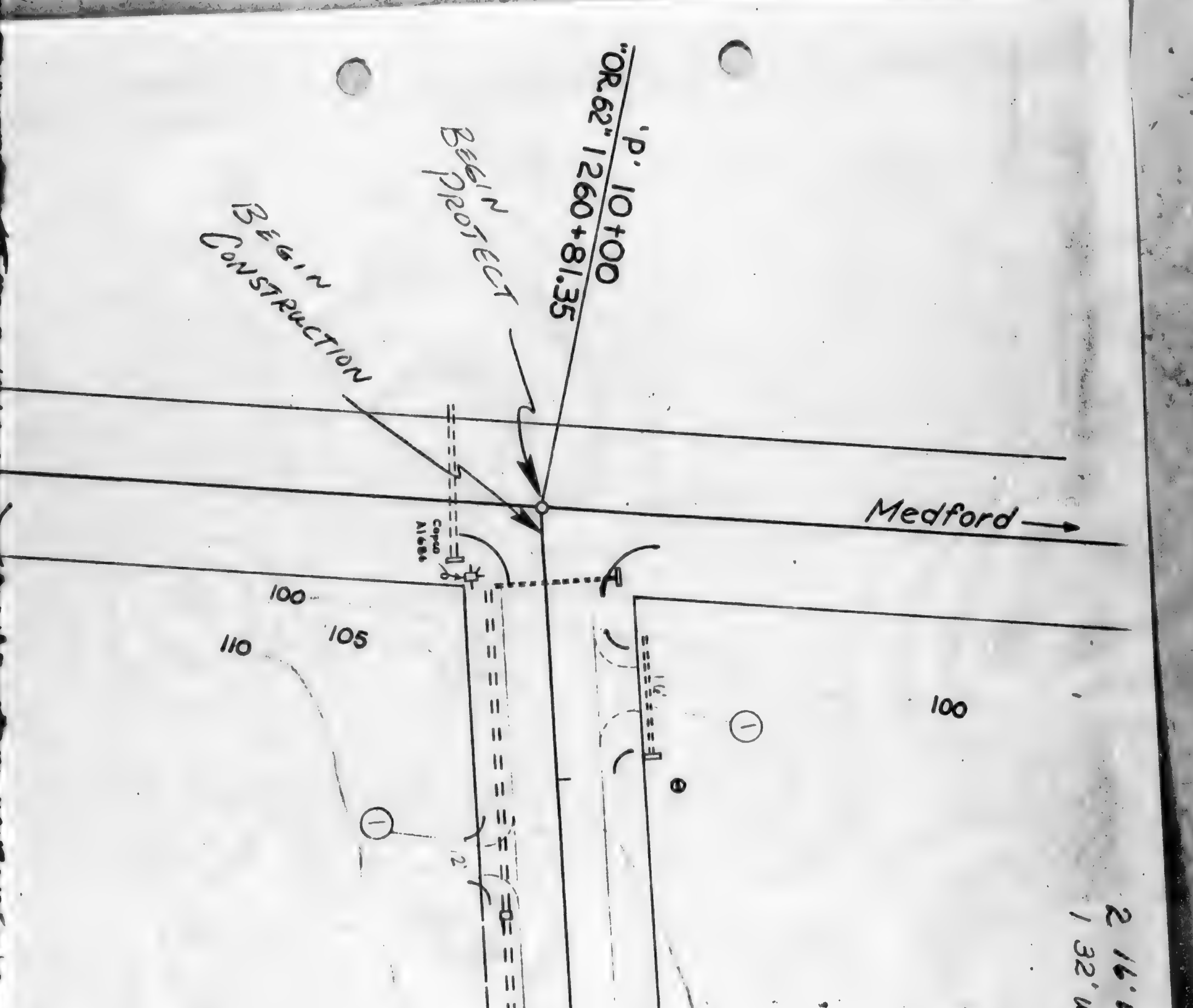

R/W
℄
R/W
R/W
30'
30'
2
4'
12'
12'
4'
2
1 1/2" asph. conc. (by others)
2" asph. conc.
Sl. .02'/ft.
Sl. .02'/ft.
6" agg. base
Sl 4:1
Sl 2:1
Sl 5:1
VAR
VAR

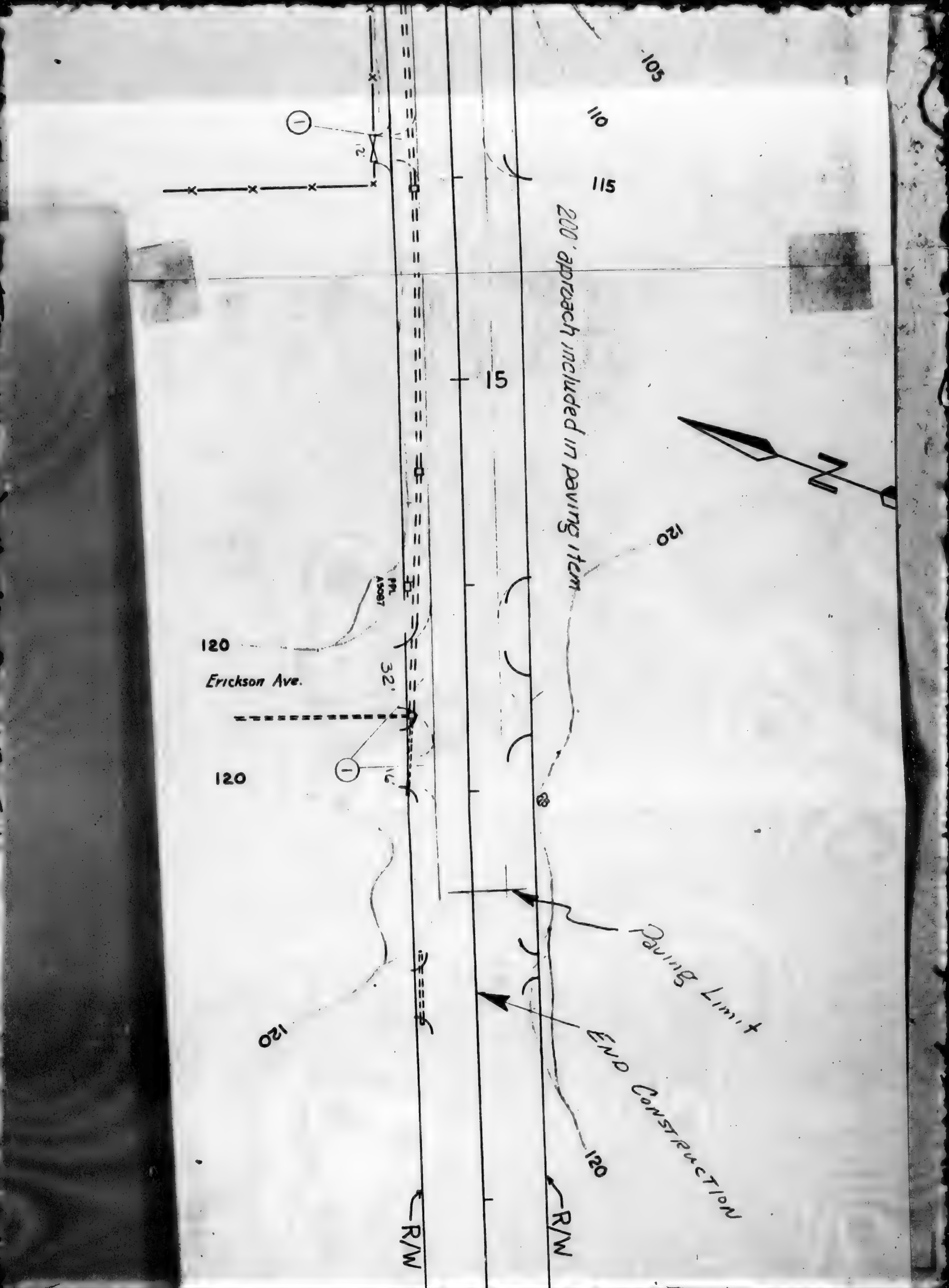
Typical Section

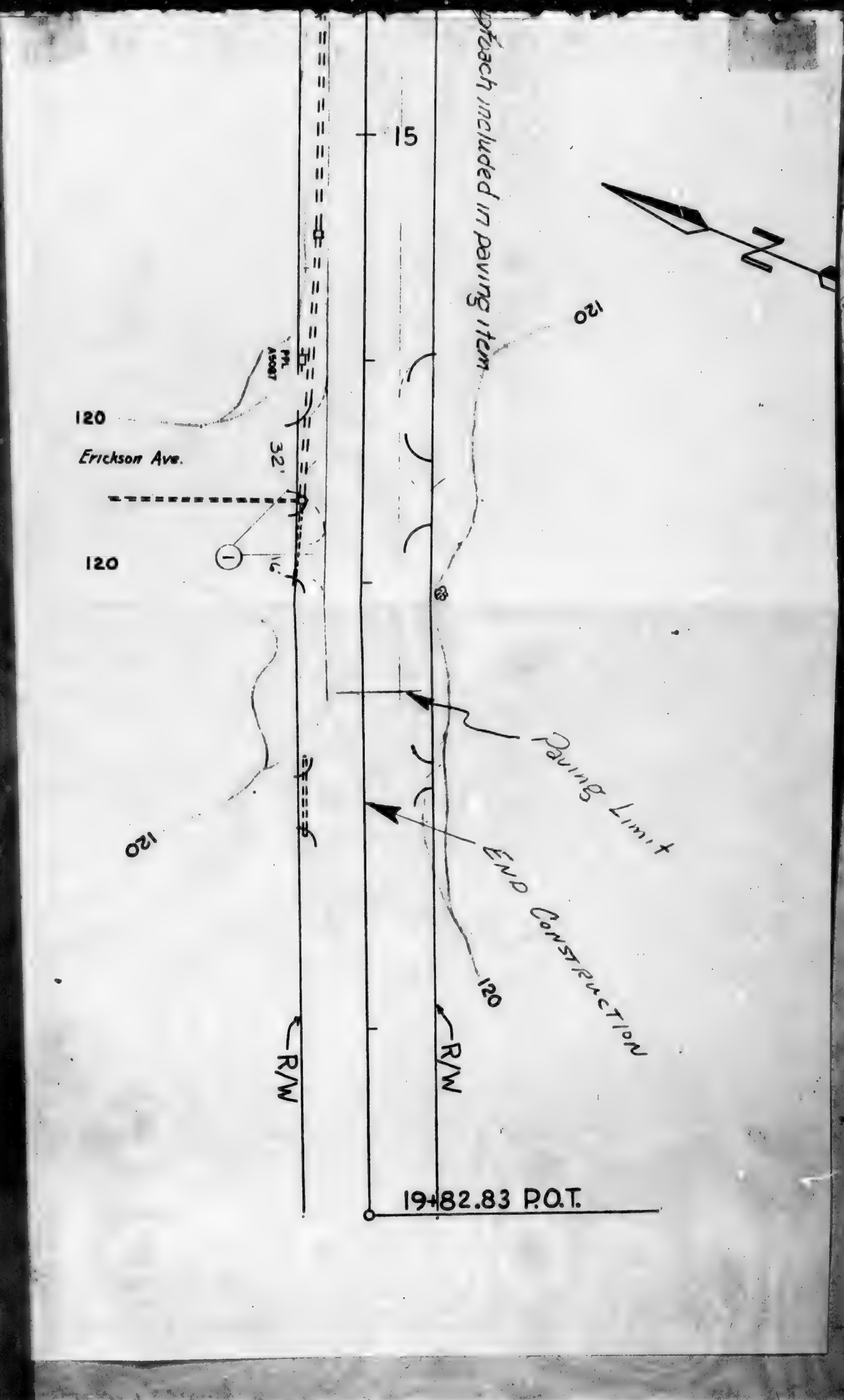
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
## Shady Cove (Cleveland St.)
Jackson County

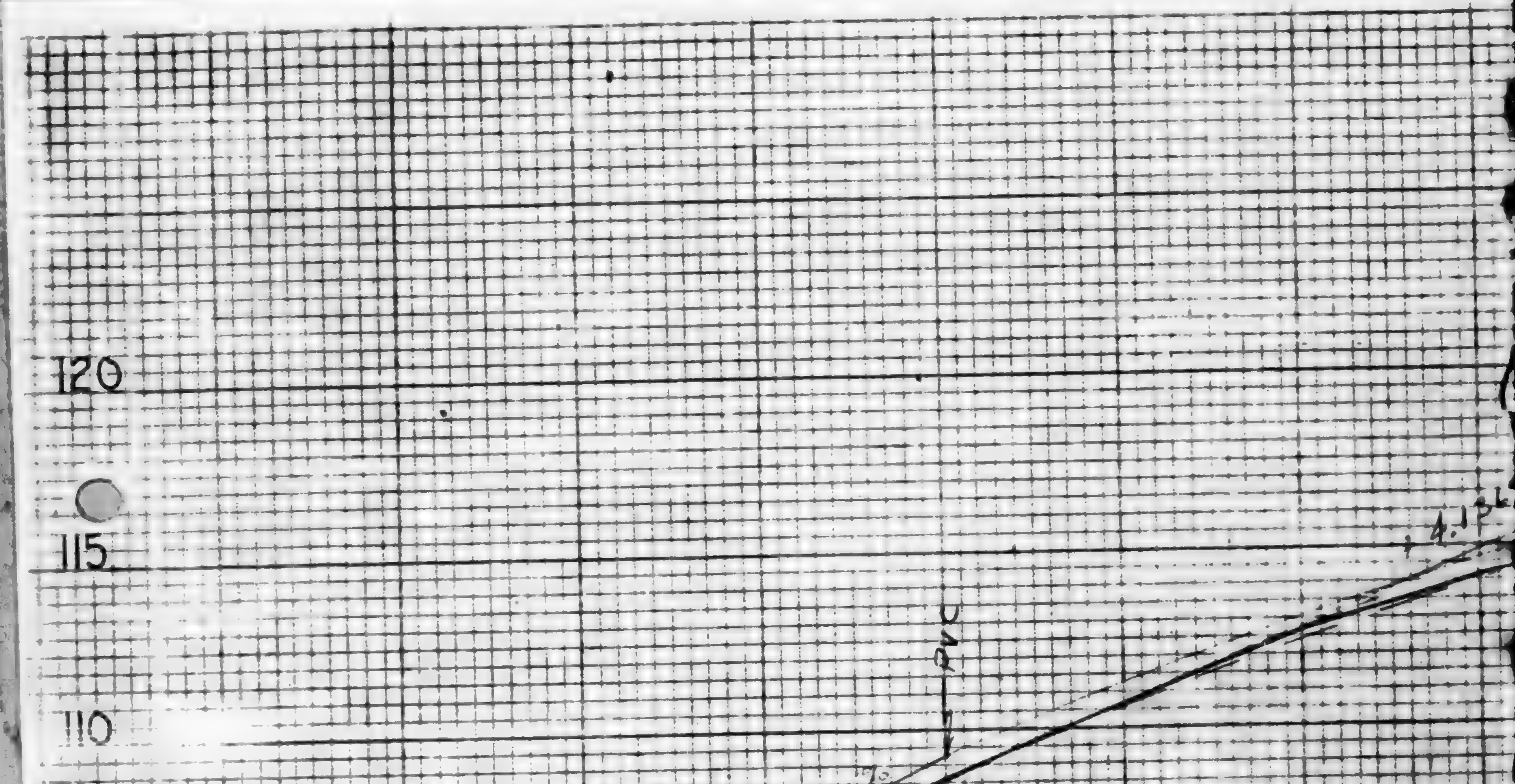
Datum: Assumed 100' Scale: 1" = 50'

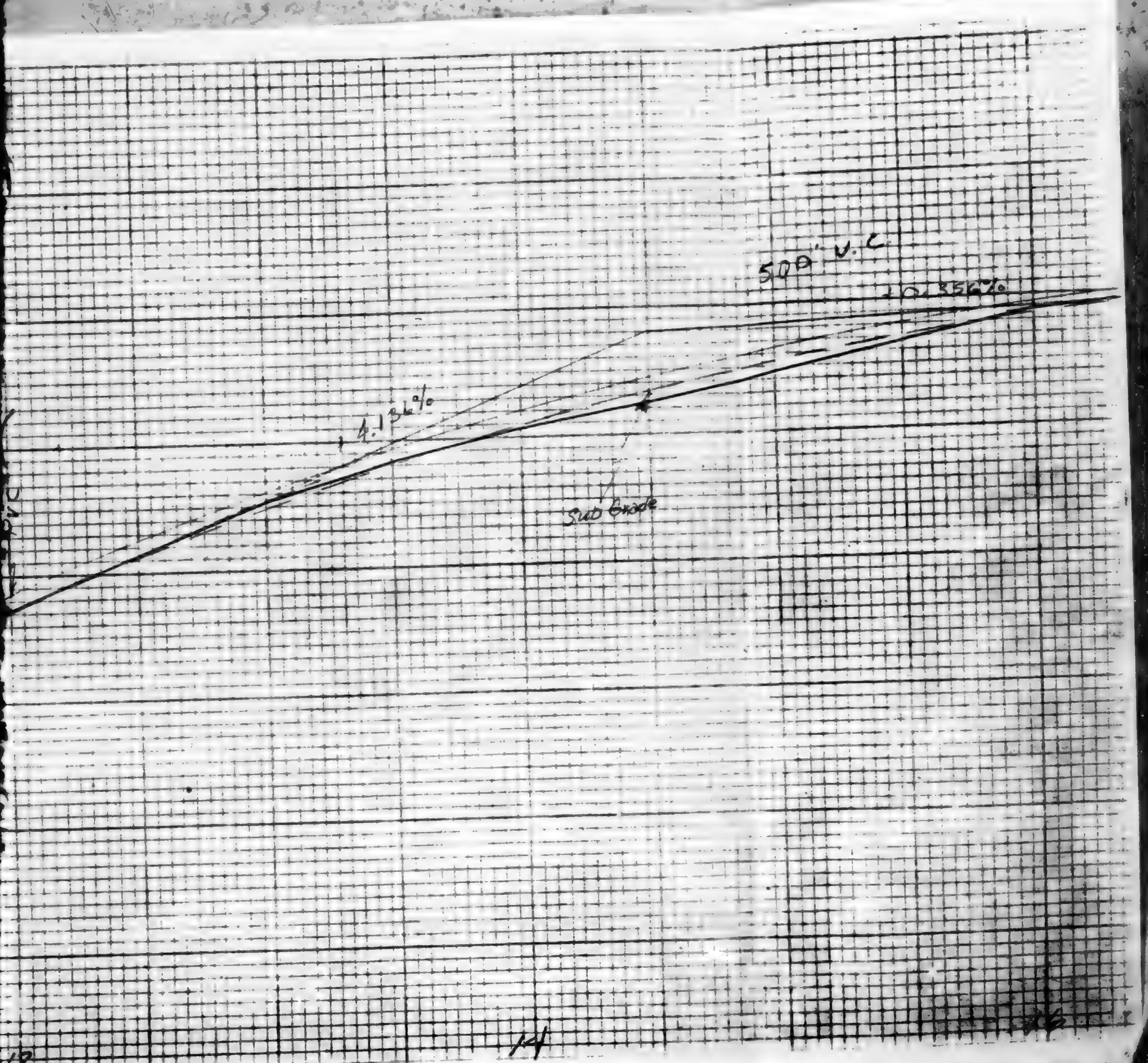
Wm. H. Maude Resident Engineer
January 1978


'P' 10+00
"OR.62" 1260+81.35
BEGIN PROJECT
BEGIN CONSTRUCTION
Medford
Copco A1686
100
105
110
100
16'
①
①
12'
115
PPL A5049
120
105
110
①
12'
2 16' wide
1 32' wide


105
110
115
1
12'
200' approach included in paving item
15
N
120
PPL A5087
120
Erickson Ave.
32'
1
16'
120
Paving Limit
120
End Construction
120
R/W
R/W


proach included in paving item
15
N
120
120
Pl.
A5087
Erickson Ave.
32'
1
16'
120
120
Paving Limit
END CONSTRUCTION
120
R/W
R/W
19+82.83 P.O.T.


120
115
110
105
100
PVC
4.1
.57
50' VC
10
12


500' V.C
+0.356%
+4.136%
Sub Grade
12
14
16

**REVISED**

# OREGON STATE HIGHWAY DIVISION
## Location Section
## Surfacing Design Unit

Section: Shady Cove (Cleveland St.)

Highway: City Street

County: Jackson

Prefix: 315-1451

Res. Engr. W. H. Maude

Date February 2, 1978

Ten Year Traffic Coefficient 5.0

18 kip s.a. per day 2.0

R value 35+

Frost Penetration - - - -

CBE Total Requirement 11.5"

## STRUCTURAL SECTION
## NEW WORK

| ACTUAL THICKNESS | COMPONENT | CREDIT |
|---|---|---|
| 1.5" | A.C. (Final Stage) | 3.0 |
| 2.0" | A.C. (Cl. B) | 4.0 |
| 6.0" | A.B. | 6.0 |
| 9.5" | | 13.0" |

| | | |
|---|---|---|
| 1.0" | Asphaltic Concrete Wearing Surface & Base | = 2.0" Aggregate Base |
| 1.0" | Cement Treated Base | = 1.8" Aggregate Base |
| 1.0" | Plant Mix Bituminous Base | = 1.8" Aggregate Base |
| 1.0" | Emulsion Treated Wearing Surface & Base | = 1.8" Aggregate Base |
| 1.0" | Soil Cement (Existing Roadway Material) | = 1.5" Aggregate Base |
| 1.0" | Oil Mat | = 1.1" Aggregate Base |
| 1.0" | Lime or Cement Treated Subgrade | = 1.0" Aggregate Base |
| 1.0" | Aggregate Subbase | = 0.8" Aggregate Base |

*Above Factors apply to materials that comply with Standard Specifications and Special Provisions.*

[redacted]

- Location Engineer
- Construction Engineer
- Materials
- Region Engineer
- Resident Engineer
- Specifications Engineer
- Final Design Engineer
- Regional Geologist
- Local Government Programs

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐

LGE ☒ FAE ☐ OPE ☐

FEB 24 1978

M

File: PM FA

TAA ________ LG OP

8763

9

December 14, 1977

City of Shady Cove
City Hall
Shady Cove, OR 97539

Attention: Muriel P. Newcomb
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6339

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the improvement of Cleveland Street (Crater Lake Highway to 775' West) in the City of Shady Cove.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

SHA0002

Form 81-[illegible]-3039 8763

OREGON STATE HIGHWAY DIVISION

# AUTHORITY FOR SURVEY

Section Shady Cove (Cleveland Street) SCA

Date November 1, 1977

Highway City Street

Authorization No. 1

County Jackson

Survey Prefix 315-1451 (Assigned by Salem office)

---

Description of termini, route, length, etc.:

From the Crater Lake Highway to 775' west.

Purpose of survey: To prepare plans, specifications and estimates for grading and paving. This is a S.C.A. project.

Estimate of cost:

| | | |
|---|---|---|
| Field | 901 | 2,500 |
| Plans | 905 | 500 |
| Soils | 910 | 500 |
| Utility | 914 | 100 |
| Specifications | 921 | 400 |

---

### INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 4,000

Previous authorization ........

Additional authorization requested ........

Additional authorization approved (Salem) ........

Total all authorizations approved (Salem) ........

---

Requests made by:

........ Field Engineer

Recommended for Approval:

........ Regional Engineer

Recommended for Approval: Frank E. [illegible]

Location Engineer

Approved: E S Hunter

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

TE ☒ CONST ☒

DIE ☐ CONST ☐

SP*19769-734

WA [illegible]

8763

Moehring

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*
HIGHWAY DIVISION
Region 3
672-6658 PRO 6
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-8544~~

October 24, 1977

Hon. Ray Briggs
Mayor of the City of Shady Cove
City Hall
Shady Cove, OR 97539

Dear Mayor Briggs:

Attached are three bound copies of agreement no. 633~~4~~9 pertaining to your special city allotment project on Cleveland Street.

Please review this agreement and if found satisfactory arrange for council action authorizing the Mayor and Recorder to sign the document.

Return all three copies of the agreement plus a copy of the Counsil Resolution (sample attached) to this office for further processing.

For your information, this office has assigned Mr. William Maude, P.O. Box 368, Medford, Oregon 97501, phone: 776-6001 as the project engineer. When an authority for survey is approved Mr. Bill Maude will be in contact with you to discuss details of the requested project.

By a copy of this letter I am asking Mr. John Grassman, Regional Design Engineer, to prepare an authority for survey based on rough estimates and other details available to this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/cao
Encl.
cc: D.H. Moehring
Bill Brown
John Grassman
Bill Maude

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
OCT 25 1977
File: PM FA
LG OP
TAA, Holmes
Hildebrandt

8763

October 19, 1977

City of Shady Cove
P.O. Box 1122
Shady Cove, OR 97539

ATTN: Honorable Ray Briggs
Mayor

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mayor Briggs:

Enclosed are three copies of an agreement covering the 197~~7~~8 Special City Allotment project on Cleveland Street (Crater Lake Hwy. to 775' West).

Please have the Council consider the contents of the agreement, and if they approve, have the Council adopt a resolution similar to the enclosed sample, authorizing the Mayor and the City Recorder to sign the agreement. Return all three copies of the agreement and resolution to this office. After certification, a fully executed copy will be returned for the City's records.

Your earliest consideration of this matter would be appreciated.

Very truly yours,

D. N. HARWELL
County City Engineer

by
F. F. Hildebrandt
Local Programs Coordinator

FFH:lml
Encl.

cc: Region 3

8763

October 19, 1977

City of Shady Cove
P. O. Box 1122
Shady Cove, OR  97539

Attention Honorable Ray Briggs
Mayor

SUBJECT: Special City Allotment Program

Dear Mayor Briggs:

Your proposed project on Cleveland Street (Crater Lake Hwy. to 775 feet west) was submitted and approved by the Transportation Commission for construction in 1978 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $36,100 with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

By

Fred Hildebrandt
Local Programs Coordinator

FFH:ljt

cc: A. Shirley, Region 3

X
V
Rp
DH

8763

PROJECT MANAGEMENT OFFICE MEMO

Date 9-26-77

Subject Shady Cove - SCA. File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to Mayor Briggs Phone 878-2929

Reason for contact and general discussion: Mayor Briggs Just Got back from Vacation and found letter asking if the City Could afford The Project. Called thornton afraid He lost Chance by not answering prior to 9/23/77 I assured him he would get his Chance. City has the $11,000 + for the Project.

Signature Hildebrandt

File ( ) ( ) (X) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

**CITY OF SHADY COVE**
POST OFFICE BOX 1122 • SHADY COVE, OREGON 97539

September 26, 1977

Department of Transporation
Transporation Building
Salem, Oregon 97310

ATTN: R. H. Prange
Local Projects Manager

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Prange:

It is the decision of the Shady Cove City Council the project request for improvement of Cleveland Street (Crater Lake Highway to 775' West) now estimated to cost $36,100, with the City's cost being $11,100, will be within the City's financial means.

If this project is approved by the Transporation Commission, the City's share of the estimated cost will be included in this next fiscal year budget document.

This is a letter of confirmation as per telephone conversation this A.M., Monday, September 26, 1977.

Sincerely yours,

Ray Briggs, Mayor
Shady Cove City Council

By: Muriel P. Newcomb
Muriel P. NewComb
Recorder

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
SEP 30 1977
File: PM FA
TAA Hildebrandt LG OP

5763

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1977

City of Shady Cove
P.O. Box 1122
Shady Cove, OR  97539

ATTN:  Honorable Ray Briggs
Mayor

RE:  SPECIAL CITY ALLOTMENT PROGRAM

Dear Mayor Briggs:

Your project request for improvement on Cleveland Street (Crater Lake Highway to 775' West) is now estimated to cost $36,100, with the City's cost being $11,100 . If this estimated cost is within your financial means, please notify us by mail no later than September 23, 1977 so your project can be included in the recommended list to be presented to the Transportation Commission.

Very truly yours,

R. H. Prange
Local Projects Manager

FFH:lml

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐

8763 SEP 6 1977

File: PM FA
TAA ________ LG OP

# SPECIAL CITY ALLOTMENT FUND
# INVESTIGATION DATA

Preliminary Pricing
9-2-77 Sanford

City: SHADY COVE Date 7-12-77 Div. 3
Population: 1972: — 1977: 1020
Street: Cleveland STR. (CRATER LAKE HWY TO 775' W)

No. of Previous Projects 1
Last Project 1974 (Year)
Total SCA Funds $17,460
Funds/Capita $ 17.18
Average/Capita $ 33.13

## EXISTING

Surface Now in Place: A. C. ____ Oil ____ Gravel X Concrete ____
Surface Width: 24 Ft.
Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft.
Right-of-Way Width: 60 Ft.
Remarks: ____

## PROPOSED

Surfacing: A. C. X Oil ____ Other ____
Pavement Width: 24 Ft. Shoulder Width: 4 Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.15 Mile, 775 Ft. Type Curb: ____
Remarks: ____

## ESTIMATE

| | Unit | Gross* | Price | Amount |
|---|---|---|---|---|
| MOBILIZATION | ALL 8% | $ 100% | $ | $ 2063$^{50}$ |
| TEMP. PROT. & DIRECT TRAFFIC | ALL 3% | | | 775 |
| GENERAL EXCAVATION | LUMP SUM | 1260 CY | 5$^{00}$ | 6,300- |
| 1"-0 AGGR. BASE ~~8"~~ DEEP 9" 8$^{90}$ | SQ. YD. | 3410 | 2$^{90}$ | 9889- |
| CEMENT TREATED SUBGRADE | CU. YD. | | | |
| CEMENT IN TREATMENT | TON | | | |
| CLASS "C" AC 3" DEEP 23$^{00}$ | SQ. YD. | 2270 | 4$^{25}$ | 9647$^{50}$ |
| CONCRETE INLETS | EACH | | | |
| CONCRETE CURBS | LIN. FT. | | | |
| CONCRETE WALKS | SQ. ~~FT~~.yd | | | |
| CONCRETE DRIVEWAYS | SQ. FT. | | | |
| ____ INCH DEWER PIPE | LIN. FT. | | | |
| ____ INCH CULVERT PIPE | LIN. FT. | | | |
| ADJUST MANHOLES | EACH | | | |
| | | | TOTAL | $28,675- |
| Permanent Signing ($100 per Intersection) | | | | |
| "B" Flagging 80 hrs @ 17$^{50}$ | | | | 1400- |
| | | | TOTAL | $30,075- |
| Engineering and Contingencies (20%) | | | | 6025- |
| | | | TOTAL | $ |
| City's Estimated Share of Survey | | | | $ |
| | | | TOTAL ESTIMATED COST | $36,100- |

*Items include 10% allowance.

8763

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: July 12, 1977

F. Hildebrandt

FROM: Fred Hildebrandt
Local Projects Coordinator

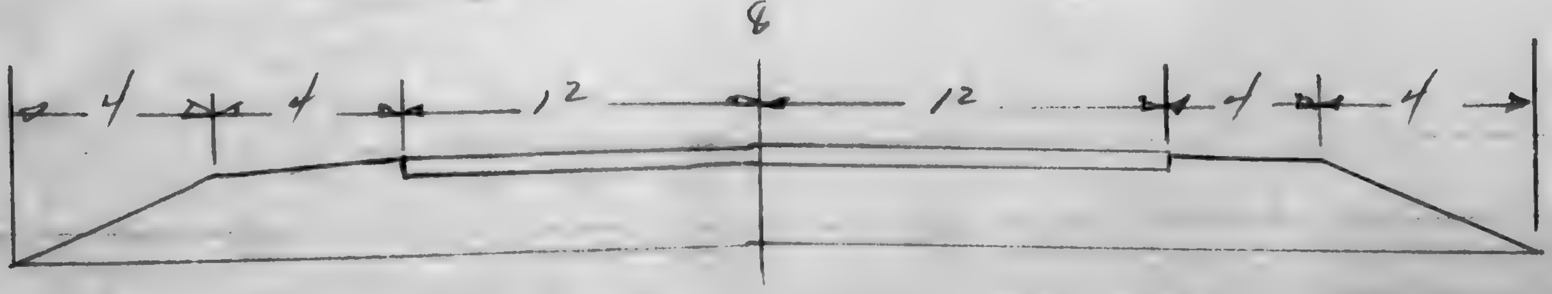
SUBJECT: City of Shady Cove
Cleveland Street

We arrived on the project and ran into the Reverend of a church on this street. He gave us a good sales pitch about traffic. The health center is on the northerly side of the street. There is a school yard, gym, the football field and so forth on the southerly side. These, he says, all generate traffic. They have their parades and so forth up around the park area, near the hospital. He said that he hadn't opened his windows in the church this morning but that he had just been in there and he could run his finger along the top of the piano and the dust was very thick. He did offer the comment that this road at the end of it was where the deer and the antelope played. He said at the end of the road was the jack rabbits playing field. This is a gravel road, looks in pretty good shape, 20 foot in width. Our next booster was Doris, who runs the Country Kitchen, in the church putting on a feed known as the "Loaves and Fishes". This draws about 50 to 60 people twice a week. She told us that the surfacing on the road was put on by local people with private funds just to keep up out of the mud. She did suggest that we come to the dinner to show the locals that we were interested in small cities, such as this. I then contacted Mayor Ray L. Briggs, and we discussed the project at length. He said the City would have approximately $5,000 to put with this money to complete the roadway. Also, that the City would complete the 24 inch culvert on the northerly side of the road, installing inlets. There was no near future sewer lines, water lines and etc. to be installed. He did say that they would prefer a state administered project. There are several lots being sold, just off the end of the street, there are all private roads, but do accumulate traffic on this street. I would class this project as a number 2.

FH:lml:dmc

cc Clark
9-1-77

81-125-1387



GRADING

$\frac{40 \times 1^{\circ} \times 775}{27} \times 1.10 = 1260$ cu.yd @ $5^{00}$ = 6,300

Surfacing

$\frac{36 \times 775}{9} \times 1.10 =$ 3410 sqyd @ $3^{15}$ = $10,741^{50}$

Paving

$\frac{24 \times 775}{9} \times 1.10 =$ 2270 sqyd @ $3^{60}$ = 8,172 —

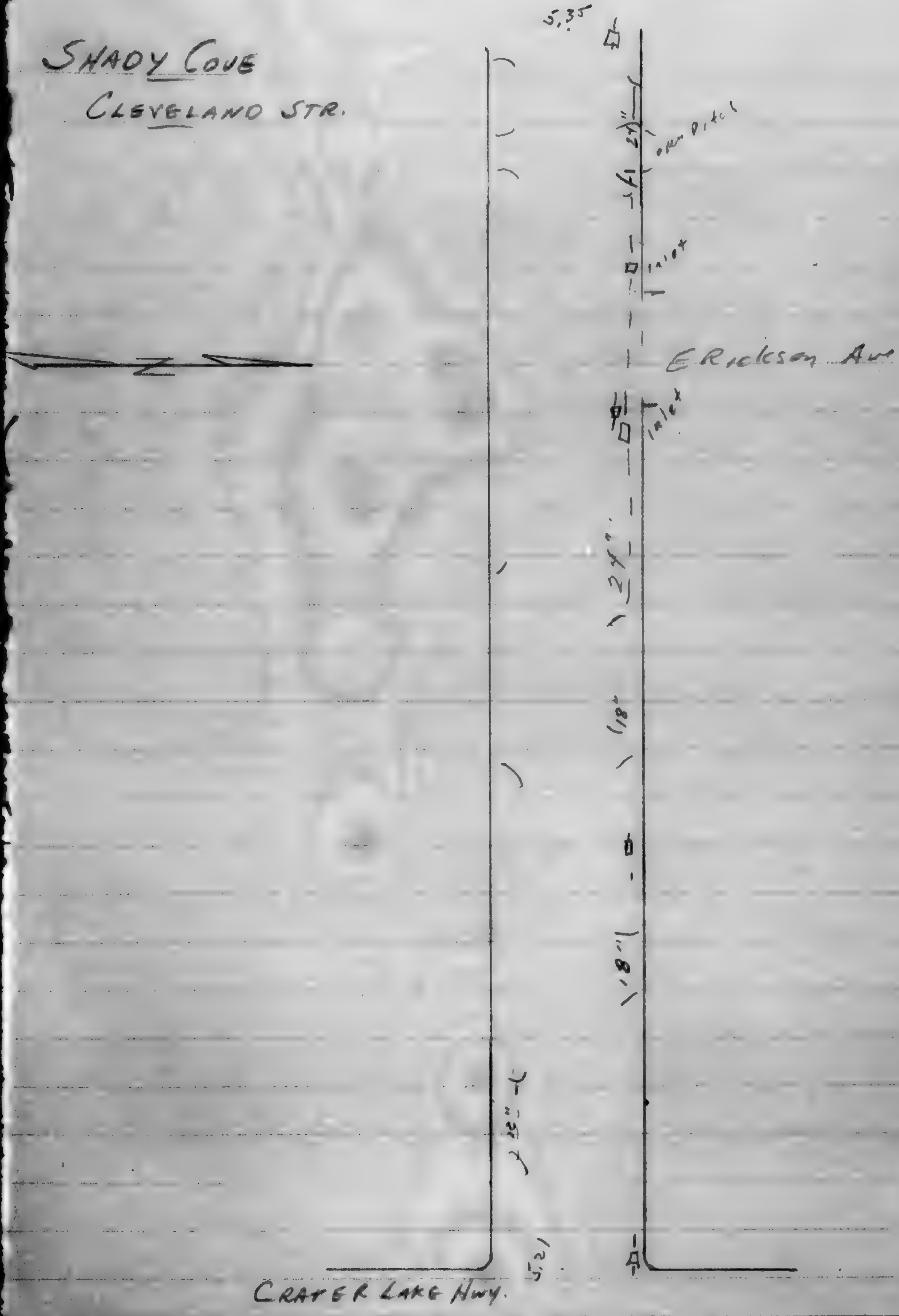
$25,213^{50}$

20% Eng + Cont. $5,046^{50}$

$30,260^{00}$

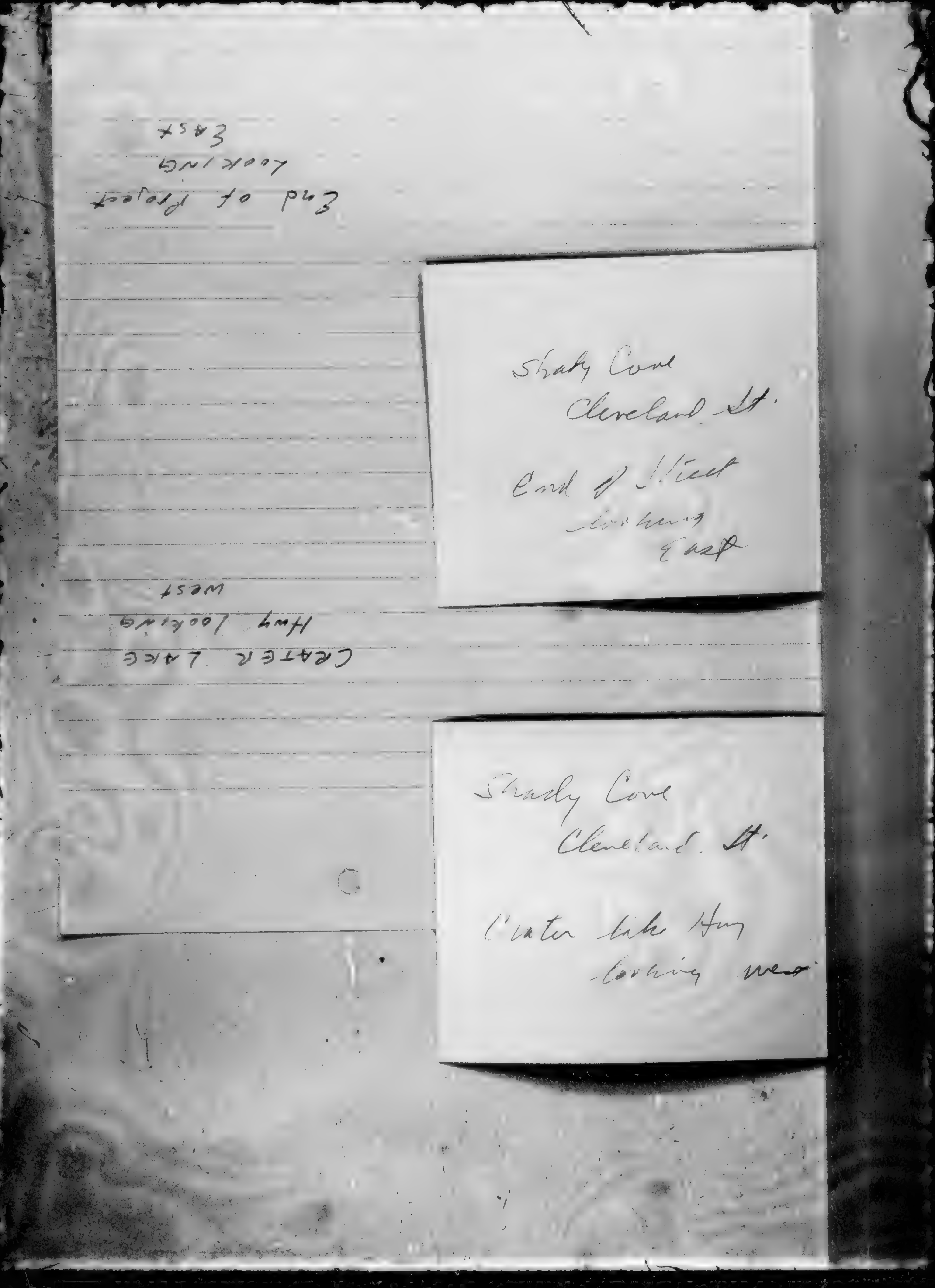
## SHADY COVE

CLEVELAND STR.


5.35
27"
open Ditch
inlet
N
ERickson Ave
inlet
24"
18"
18"
15"
5.21
CRATER LAKE HWY.

CRATER LAKE
Hwy looking
west

End of Project
Looking
East



Shady Cove
Cleveland St.

End of Street
looking
East

Shady Cove
Cleveland St.

Crater Lake Hwy
looking west

8763

CITY OF SHADY COVE
POST OFFICE BOX 1122 • SHADY COVE, OREGON 97539

May 19, 1977

Mr. George N. Hopkins
Local Governments Programs Engineer
DOT Building Room 207
Salem, Oregon 97310

Dear Mr. Hopkins

Enclosed are resolution and project data form adopted by the City of Shady Cove with signatures in accordance to applications.

Please note this application is identical as the one submitted May 5, 1976 except the street improvement has been shortened from 929 feet to 775 feet, also a road elevation map of this street project was attached to last years applications. Unable to copy this map so hope it is in your file with the previous application.

Copy of four deeds are enclosed. Hope this meets with all program requirements. If any additional data is needed please contact the City Office.

Sincerely,

Muriel P. NewComb
Muriel P. NewComb
City Recorder

cd

Enclosures (4)

PROJECT MANAGEMENT
MAY 23 77
REFER TO:
FOR

# RESOLUTION NO. 77-04

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Shady Cove is an incorporated city of the State of Oregon and has a population of 1020 as given by the latest official census; and

WHEREAS, the following streets of said city, Cleveland St.

(as per map attached)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Shady Cove does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ray Briggs, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 21st day of April, 1977.

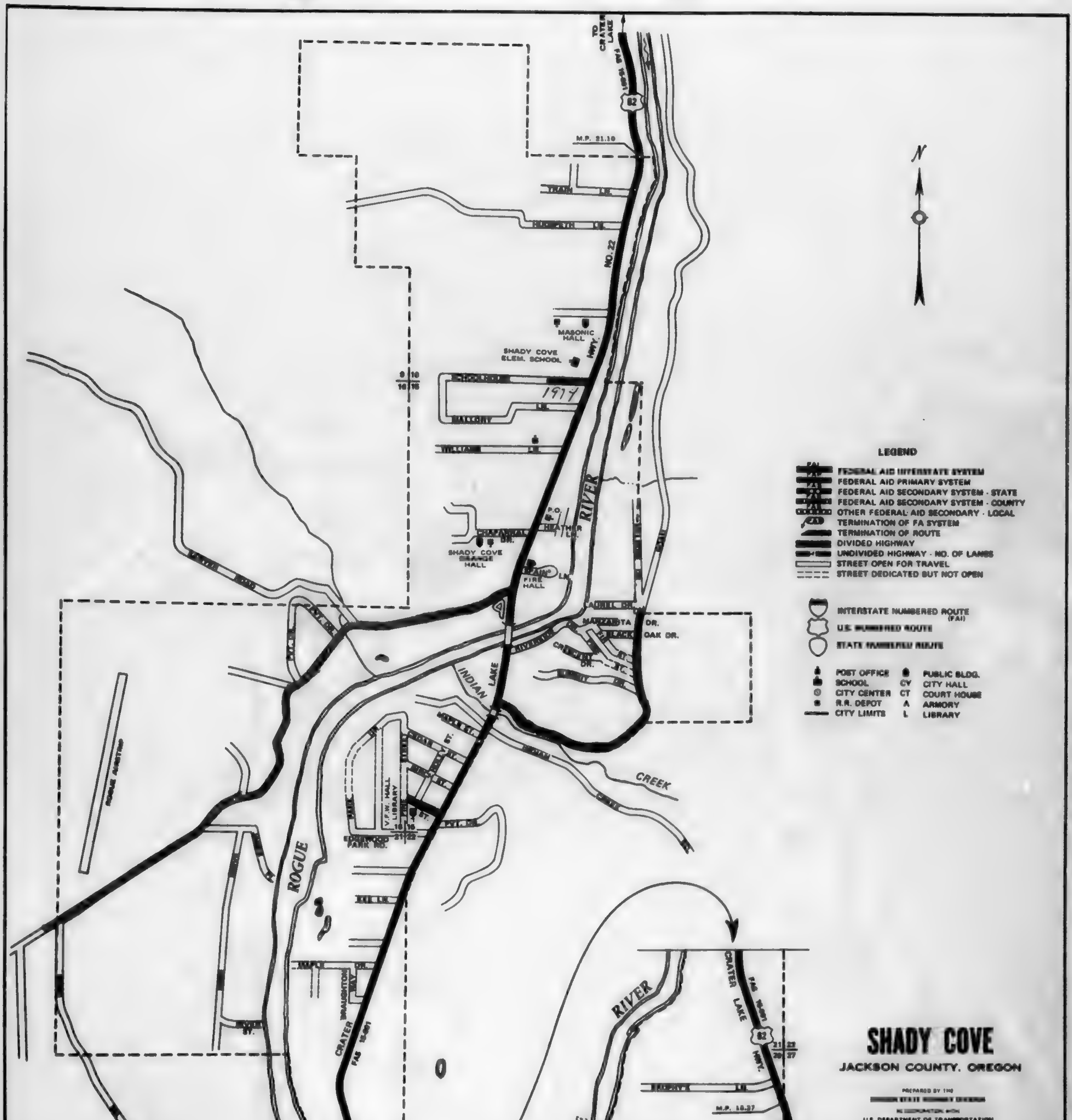
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Shady Cove at a regular or ~~special~~ meeting of said Council, held on the 21st day of April, 1977, and the above copy is a true and correct copy of the original and of the whole thereof.

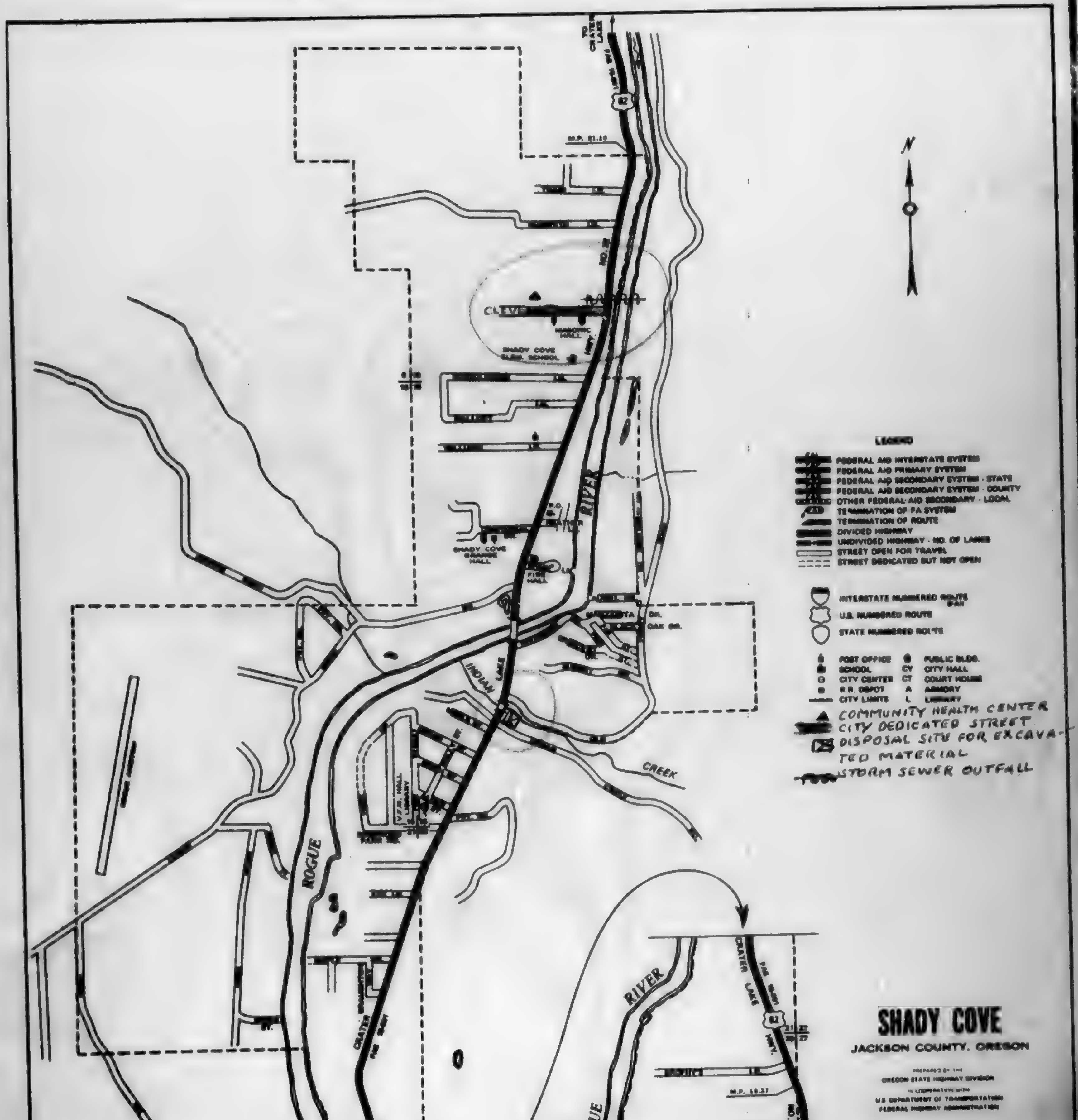
Dated this 21st day of April, 1977.

Muriel P. NewComb, City Recorder


TO CRATER LAKE
82
M.P. 21.10
TRAIN LN.
NO. 22
MASONIC HALL
SHADY COVE ELEM. SCHOOL
HWY.
1974
RIVER
P.O.
HEATHER LN.
SHADY COVE GRANGE HALL
FIRE HALL
LAUREL DR.
MANZANITA DR.
BLACK OAK DR.
INDIAN LAKE
CREEK
V.F.W. HALL LIBRARY
EDGEWOOD PARK RD.
ROGUE
ROGUE RIVER
CRATER LAKE
FAS 15.021
M.P. 19.27
M.P. 18.88
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHADY COVE
JACKSON COUNTY, OREGON
PREPARED BY THE
U.S. DEPARTMENT OF TRANSPORTATION
Scale in Feet
Population 1,004
January 1973
R1W T34S

County Roads 5/24/77

Preview - Reports


TO CRATER LAKE
M.P. 21.20
N
CLEVE
MASONIC HALL
SHADY COVE ELEM. SCHOOL
HWY.
NO. 22
RIVER
P.O.
SHADY COVE GRANGE HALL
FIRE HALL
OAK DR.
INDIAN LAKE
CREEK
V.F.W. HALL
LIBRARY
ROGUE
CRATER LAKE
HWY.
62
RIVER
ROGUE
M.P. 18.37
M.P. 18.22
TO EAGLE PT.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL-AID SECONDARY - LOCAL
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U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R. DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
COMMUNITY HEALTH CENTER
CITY DEDICATED STREET
DISPOSAL SITE FOR EXCAVATED MATERIAL
STORM SEWER OUTFALL
SHADY COVE
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
Population 1,090
January 1973
R1W T34S

SCA

**PROJECT DATA.** CITY OF SHADY COVE    Date 25 April, 1977

To be financed by Special City Allotment Fund and necessary city funds.

Street name CLEVELAND STREET
(Locate project on attached map.)

Project length 775 feet

**DESIRED STREET SECTION:**

Standard roadway; width of travel way: ______ feet, width of shoulders: _____ feet

Curbed section; width curb to curb: - feet (No curbs)

Remarks No curb on roadway section, right of way is 60 feet.

Surface now in place: Oil ____ Paving ____ Gravel X and original earth

Present surface width: 24 feet

**RIGHT-OF-WAY:** (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: ______

Are intersecting streets curbed? Yes ___ No X

Remarks No curbs

**CONCRETE CURBS:**

Now in place? Yes ___ No X

Width between present curbs: NA feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

* Length of desired radius on curb returns: - feet

Does city desire special type of curbs? Yes ___ No X

Explain: * To conform to State Highway regulations where street intersects State Highway 62.

## SIDEWALKS

Are sidewalks now in place? Yes____ No_X__

Present sidewalks, Length: __NA__feet; Width: __NA__feet

Distance between present sidewalks: __NA__feet

Are sidewalks to be constructed as part of project? Yes____ No_X__

Width of sidewalks to be constructed: __NA__feet

Are sidewalks to be constructed only on one side of street? Yes____ No_X__

Are sidewalks to be constructed on both sides of street? Yes____ No_X__

Give: Length to be constructed and On which side of street

______feet N.__ S.__ E.__ W.__

NA ______feet N.__ S.__ E.__ W.__

Should sidewalks be placed against curbs? Yes____ No_X__

Is utility strip required? Yes____ No_X__; Width: ______feet

Remarks________________________________________________

________________________________________________________

## STORM SEWERS - - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No____ (Partial)

If yes, are they adequate for increased flow? Yes_X__ No____

Indicate depth of main lines from present surface: 30"____XXXX inches

To be constructed by City? Yes____ No____ (?)

To be constructed as part of project? Yes____ No____ (?)

/Show location of outfall on city map./

## SANITARY SEWERS - - - - - - - - - - - - - - - - - - - - - - -

Now in place? Yes____ No_X__ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: ______feet

Remarks________________________________________________

________________________________________________________

________________________________________________________

**WATER MAINS:** (City to adjust if required.)

Now in place? Yes ___ No X

If yes, how deep from present surface? ________ feet

Remarks ______________________________

**DRIVEWAYS:**

To be constructed as part of project? Yes X No ~~x~~

Asphaltic concrete? Yes ✓ No ___

Portland cement? Yes ___ No ___

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks ______________________________

**FRANCHISED UTILITIES:** (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company? United Telephone Co.

Railroad tracks? Yes ___ No X

Which company? NONE

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks No railroad tracks in this area.

## WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___ (?)

Clearing? Yes X No ___

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes X No ___

Remarks ______________________________

## GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date July 1977

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Distance one half mile south on Highway 62 between Old Ferry Rd. and Indian Creek Rd. - see legend on map.

General remarks: Copy of Deeds enclosed

By Ray Briggs
Mayor

By Muriel B. Newcomb
City Recorder or City Manager

By ______________________________
City Engineer

8763

SCA-78

# CITY OF SHADY COVE

POST OFFICE BOX 1122 • SHADY COVE, OREGON 97539

January 11, 1977

D. N. Harwell
County-City Engineer
Local Government Programs Unit
Department of Transporation
State Highway Building
Salem, Oregon 97310

RE: 1978 Special City Allotment Program

Dear Mr. Harwell:

The City of Shady Cove has a population of about 1080 and feels that it has a street which qualifies under the law and requests an application for this 1978 Special City Allotment Program.

Sincerely,

Muriel P. NewComb

Muriel P. NewComb
City Recorder

RECEIVED
JAN 13 1977
COUNTY CITY UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up / /
Other

8764 S 6th St-Eastside Bypass 1978
(Klamath Falls) Sec of Shasta Way
(Gr, pave, struc & sign) #3

C+Q 5286 5-5-75

8764

①

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

HIGHWAY DIVISION

| | | | | |
|---|---|---|---|---|
| DATE<br>9-30-82 | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER<br>CA 386 |

INVOICE NUMBER

CODE

**BILL TO:**

City of Klamath Falls
City Hall
Klamath Falls, Or 97601

CREDIT DISTRIBUTION

324.02

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

TOTAL

Final Settlement on S. 6th - E Side Bypass
M-2298(1)
Transfer fund to Highway Fund

Prefix deleted 6-30-79 (No transfer needed)

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

PH: FOR CORRECTNESS OF CHARGES

OR PH: PREPARER OF INVOICE

KLAMATF 001142

| | |
|---|---|
| Advance Deposit Amount | $ 1,970.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 1,570.00 |
| Balance | $ 400.00 |
| Transfer to Highway Fund | $ 400.00 |
| Refund Due | $ -0- |

AMOUNT DUE $ -0-

SUBMITTED BY
Diane Galida

APPROVED BY
V. E. Skog

PE & ROW prefixes deleted

①

HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

| | | | | |
|---|---|---|---|---|
| DATE<br>9-9-82 | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER<br>CA 387 |

**BILL TO:**

CODE

City of Klamath Falls
City Hall
Klamath Falls, Or 97601

CREDIT DISTRIBUTION

| | |
|---|---|
| 324.02 | 5,943.97 |
| 318-1042-296-00.000 | 5,148.30 |
| 318-1042-295-00.000 | <5,148.30> |

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | TOTAL |
|---|---|
| Final Settlement on M-2298 (1), (2) and (3)<br>S. 6th St. Side Bypass, Shasta Way | |
| City Share of Project Cost<br>(See attached for details) | $41,613.97 |
| Less Advance Deposit | -35,670.00 |
| amount due from City | $5,943.97 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 1-800-452-7813 86011 FOR CORRECTNESS OF CHARGES
OR PH: PREPARER OF INVOICE

KFALLSC 001779

| | |
|---|---|
| Advance Deposit Amount | $33,700.00 |
| Advance Deposit Previously Transferred to Highway Fund | $27,830.00 |
| Balance | $5870.00 |
| Transfer to Highway Fund | $5870.00 |
| Refund Due | $ -0- |

AMOUNT DUE $ 5,943.97

SUBMITTED BY
Diane Galida

APPROVED BY
V. E. Skoog

P.E. and R.O.W. [illegible]

(1)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

| | | | | |
|---|---|---|---|---|
| DATE<br>9-3-82 | PURCHASE ORDER NUMBER | ☐ PARTIAL ☒ FINAL | PRIOR REQUEST NUMBER | BILLING REQUEST NUMBER<br>CA 388 |

INVOICE NUMBER

CODE

**BILL TO:**

Klamath County
Veterans' Memorial Bldg.
Klamath Falls, Or 97601

CREDIT DISTRIBUTION

| | |
|---|---|
| 321.00 | 10,487.75 |
| 318-1042-296-00-000 | $8,543.70 |
| 318-1042-297-00-000 | (8,543.70) |

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | TOTAL |
|---|---|
| Final Settlement M-2298 (1), (2) and (3)<br>S. 6th Side Bypass, Shasta Way | |
| County Share of Project Cost<br>(See attached for details) | $50,702.75 |
| Less: Advance Deposit | -40,215.00 |
| Amount due from County | $10,487.75 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 1-800-452-7813 86011 FOR CORRECTNESS OF CHARGES
OR PH: PREPARER OF INVOICE

KLAMA TC 001139

| | |
|---|---|
| Advance Deposit Amount | $ 39,695.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 32,840.00 |
| Balance | $ 6855.00 |
| Transfer to Highway Fund | $ 6855.00 |
| Refund Due | $ -0- |

AMOUNT DUE $ 10,487.75

SUBMITTED BY
Diane Salido

APPROVED BY
V.E. Skoog

734-1191 (9-81)

P.E. and R.O.W. [illegible]

(1)

HIGHWAY DIVISION

# REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER:

DATE: 9-3-82

PURCHASE ORDER NUMBER:

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER:

BILLING REQUEST NUMBER: CA 388

CODE:

**BILL TO:**

Klamath County
Veterans' Memorial Bldg.
Klamath Falls, Or 97601

CREDIT DISTRIBUTION

| | |
|---|---|
| 321.00 | 10,487.75 |
| 318-1042-296-00-000 | $8,543.70 |
| 318-1042-297-00-000 | (8,543.70) |

| DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.) | TOTAL |
|---|---|
| Final Settlement M-2298 (1), (2) and (3)<br>S. 6th Side Bypass, Shasta Way | |
| County Share of Project Cost<br>(See attached for details) | $50,702.75 |
| Less Advance Deposit | -49,215.00 |
| Amount due from County | $10,487.75 |

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 1-800-452-7813 8601 FOR CORRECTNESS OF CHARGES
OR ______ PH: ______ PREPARER OF INVOICE

KLAMA TC 001139

| | |
|---|---|
| Advance Deposit Amount | $ 39,695.00 |
| Advance Deposit Previously Transferred to Highway Fund | $ 32,840.00 |
| Balance | $ 6855.00 |
| Transfer to Highway Fund | $ 6,855.00 |
| Refund Due | $ -0- |

AMOUNT DUE: $ 10,487.75

SUBMITTED BY:

APPROVED BY: V.E. Skoog

734-1191 (9-81)

## OREGON STATE HIGHWAY DIVISION

**ITEMIZED STATEMENT OF FINAL COSTS** **DATE:** 9-7-82

COUNTY: Klamath

**CITY** Klamath Falls **Contract No.** 8764 **Date Completed** 7-8-79

**PROJECT #** M-2298(1)(2)(3) **Section** S. 6th St.-E. Side Bypass, Shasta Way

**PAYMENTS TO CONTRACTOR** Agreement No. 5286

| **ITEM** | **TOTAL COST** | |
|---|---|---|
| PRELIMINARY ENGINEERING (Prefix #318-1910): | CITY | COUNTY |
| Resident Engineer | $13,844.62 | $ 7,454.79 |
| Final Design | 6,884.53 | 3,707.06 |
| Bridge Design | --- | 4,674.65 |
| Preliminary Design | 10.47 | 5.64 |
| R/W Descriptions | 1,826.24 | 983.36 |
| Soils & Geology | 1,124.96 | 605.75 |
| Signing | 1,383.58 | 745.00 |
| Landscape | 15.39 | 8.28 |
| R/W Liaison | 175.71 | 94.62 |
| Utility Liaison | 514.84 | 277.22 |
| Reconnaissance & Hydology | --- | 8,304.97 |
| Project Management | 116.19 | 62.56 |
| Specifications | 1,044.08 | 562.19 |
| Environmental Section | 1,604.22 | 863.81 |
| Foundation Investigation | --- | 1,823.90 |
| Training Seminar | 270.41 | 145.61 |
| Public Hearing | 1,738.29 | 936.00 |
| TOTALS | $30,553.53 | $31,255.41 |
| Less Non-Participating Costs: | | |
| Resident Engineer | $ 95.33 | $ 51.33 |
| Environmental Section | 16.54 | 8.91 |
| TOTAL PARTICIPATING COST | $30,441.66 | $31,195.17 |
| Less Federal Funds | 26,118.94 | 26,765.46 |
| BALANCE | $ 4,322.72 | $ 4,429.71 |
| STATE SHARE (50% of Balance) | 2,161.36 | 2,214.86 |
| | $ 2,161.36 | $ 2,214.85 |

CITY SHARE:
$2,161.36 + ($95.33 + $16.54) = $2,273.23

COUNTY SHARE:
$2,214.85 + ($51.33 + $8.91) = $2,275.09

9-7-82
To Acctg
&
cc: Reg. 4

RIGHT-OF-WAY (Prefix #318-2503):

| | CITY | COUNTY |
|---|---|---|
| Land Payments | $ 8,470.00 | $10,955.50 |
| Incidental Costs | 138.00 | 109.00 |
| Unidentified Costs | 11,834.98 | 6,372.68 |
| TOTALS | $20,442.98 | $17,437.18 |
| Less Non-Participating Costs: | | |
| Title Costs & Recording Fees | $ 11.83 | $ 6.37 |
| TOTAL PARTICIPATING COSTS | $20,431.15 | $17,430.81 |
| Less Federal Funds | 17,529.93 | 14,955.63 |
| BALANCE | $ 2,901.22 | $ 2,475.18 |
| STATE SHARE (50% of Balance) | 1,450.61 | 1,237.59 |
| | $ 1,450.61 | $ 1,237.59 |

CITY SHARE:
$1,450.61 + $11.83 = $1,462.44

COUNTY SHARE:
$1,237.59 + $6.37 = $1,243.96

CONSTRUCTION (Prefix #318-1042):

| | CITY | COUNTY |
|---|---|---|
| Payments to Contractor | $459,228.52 | $513,069.49 |
| SFO #1 Permanent Pavement Striping | 2,250.80 | 1,201.34 |
| SFO #2 Install Pole & Adjust Signals | 2,407.31 | --- |
| SFO #3 Adjust Signals | --- | 1,923.33 |
| SFO #4 Credit for Material Purchased | - 135.83 | - 72.50 |
| Interest Paid Contractor | 4.99 | 5.58 |
| EEO Monitoring Expense | 54.26 | 60.63 |
| Deduct for Retainage Administrative Costs | - 12.59 | - 14.07 |
| Construction Engineering | 52,481.23 | 58,637.19 |
| Project Management | 42.25 | 47.21 |
| Bridge Design for Counties | --- | 18.90 |
| Accounting Section | 3.67 | 4.09 |
| Construction Section | 5.53 | 6.17 |
| Training Courses and Seminars | 1,189.92 | 1,329.49 |
| Personal Leave | 62.92 | 70.29 |
| TOTALS | $517,582.98 | $576,287.14 |
| Less Non-Participating Costs: | | |
| Payments to Contractor | $ 961.61 | $ 6,374.99 |
| SFO #4 Credit for Material Purchased | - 135.83 | - 72.50 |
| Interest Paid Contractor | 4.99 | 5.58 |
| Deduct for Ret. Admin. Costs | - 12.59 | - 14.07 |
| Construction Engineering | 677.93 | 757.45 |
| Bridge Design for Counties | --- | 18.90 |
| Accounting Section | 3.67 | 4.09 |
| TOTAL PARTICIPATING COST | $516,083.20 | $569,212.70 |
| Less Federal Funds | 442,644.56 | 488,213.73 |
| BALANCE | $ 73,438.64 | $ 80,998.97 |

STATE SHARE:

CITY ITEMS = 50% of ($73,438.64 + $677.93 + $3.67) = $37,060.12

COUNTY ITEMS = 50% of ($80,998.97 + $757.45 + $18.90 + $4.09) = $40,889.71

CITY SHARE:

$$50\% \text{ of } \$73,438.64 + \frac{(\$677.93 + \$3.67)}{2} + \$818.18 = \underline{\$37,878.30}$$

COUNTY SHARE:

$$50\% \text{ of } \$80,998.97 + \frac{(\$757.45 + \$18.90 + \$4.09)}{2} + \$6,294.00 = \underline{\$47,183.70}$$

## SUMMARY

| CITY COSTS | CITY SHARE | ADV. DEP. | BALANCE |
|---|---|---|---|
| Preliminary Engineering | $ 2,273.23 | $ 1,970.00 | $ 303.23 |
| Right-of-Way | 1,462.44 | 970.00 | 492.44 |
| Construction | 37,878.30 | 32,730.00 | 5,148.30 |
| TOTALS | $41,613.97 | $35,670.00 | $ 5,943.97 |

TOTAL BALANCE DUE FROM CITY = $5,943.97

(Continued)

| COUNTY COSTS | COUNTY SHARE | ADV. DEP. | BALANCE |
|---|---|---|---|
| Preliminary Engineering | $ 2,275.09 | $ 1,055.00 | $ 1,220.09 |
| Right-of-Way | 1,243.96 | 520.00 | 723.96 |
| Construction | 47,183.70 | 38,640.00 | 8,543.70 |
| TOTALS | $50,702.75 | $40,215.00 | $10,487.75 |

TOTAL BALANCE DUE FROM COUNTY = $10,487.75

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 6 SHEETS

S. 6th St. - E. Side Bypass (Klamath Falls)
Cont. No. B764
Quantity & Cost Breakdown: A=2+20-35+10 B=35+10-52+64

R. Gebauer
8-13-82

| Item No. | Identification | Unit | Unit cost $ | Quant. A | Quant. B | Cost A $ | Cost B $ |
|---|---|---|---|---|---|---|---|
| 1 | Mobilization | L.S. | 80,000.00 | 65.2% | 34.8% | 52160.00 | 27840.00 |
| 2 | Temp. Prot. & Direct. of Traffic | L.S. | 20,000.00 | 65.2% | 34.8% | 13040.00 | 6960.00 |
| 3 | Temp. Signs | Sq. Ft. | 6.00 | 237.1 | 193.9 | 1422.60 | 1163.40 |
| 4 | Temp. Barricades | Ea. | 60.00 | 25 | 17 | 1500.00 | 1020.00 |
| 5 | Temp. Cont. Rail Traff. Barr., Reflect. | Lin. Ft. | 6.00 | 113 | 76 | 678.00 | 456.00 |
| 6 | Flagmen | Hr. | 18.00 | 528.15 | 347.35 | 9506.70 | 6252.30 |
| 7 | Clear & Grub | L.S. | 10,000.00 | 65.2% | 34.8% | 6520.00 | 3480.00 |
| 8 | Removal of Struct. & Obstructions | L.S | 20,000.00 | 65.2% | 34.8% | 13040.00 | 6960.00 |
| 9 | General Excavation | Cu. Yd. | 8.00 | 4055.8 | 1786.8 | 32446.40 | 14294.40 |
| 10 | Trench Excavation | Cu. Yd. | 15.00 | 606.20 | 839.52<br>~~[illegible]~~ | 9093.00 | 12592.80 |
| 11 | Finish Roadbed & Slopes | L.S. | 15,000.00 | 65.2% | 34.8% | 9780.00 | 5220.00 |
| 12 | Watering | M-Gal. | 30.00 | 223.6 | 264.3 | 6708.00 | 7929.00 |
| 13 | Structure Excavation | Cu. Yd. | 10.00 | — | 1449.60 | — | 14496.00 |
| 14 | Aggregate Base | Cu. Yd. | 10.00 | 242.9 | 125.3 | 2429.00 | 1253.00 |
| 15 | Lime Treated Subgrade | Sq. Yd. | 0.50 | 19789.22 | 8899.67 | 9894.61 | 4449.84 |
| 16 | Lime for Treated Subgrade | Ton | 70.00 | 424.85 | 191.25 | 29739.50 | 13387.50 |
| 17 | Cl. B Asphalt Concrete | Ton | 16.00 | 4776.99 | 2267.04<br>~~[illegible]~~ | 76431.84 | 36272.64 |
| 18 | Asphalt Cement in Mixture | Ton | 100.00 | 312.75 | 148.42 | 31275.00<br>~~[illegible]~~ | 14842.00 |
| 19 | Concrete in Walls | Cu. Yd. | 160.00 | — | 523.75 | — | 83800.00 |
| 20 | Reinforcement in Walls | Lb. | 0.50 | — | 45059.80 | — | 22529.90 |
| 21 | Pipe Handrail | Lin. Ft. | 18.00 | — | 737.20 | — | 13269.60 |
| 22 | 10-Inch Sewer Pipe | Lin. Ft. | 8.00 | 438 | 32 | 3504.00 | 256.00 |
| 23 | 12-Inch " " | Lin. Ft. | 10.00 | 438 | 1368 | 4380.00 | 13680.00 |
| 24 | 15-Inch " " | Lin. Ft. | 16.00 | 516 | — | 8256.00 | — |
| 25 | 24-Inch " " | Lin. Ft. | 20.00 | 75 | — | 1500.00 | — |
| 26 | 12-Inch Culvert Pipe | Lin. Ft. | 20.00 | — | 112 | — | 2240.0<br>~~[illegible]~~ |

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 6 SHEETS

| | | | | Q | Q | C | C |
|---|---|---|---|---|---|---|---|
| | | | | A | B | A | B |
| 27 | 12-Inch Irrigation Pipe | Lin. Ft. | 15.00 | — | 173 | — | 2595.00 |
| 28 | 48-Inch Irrigation Pipe | Lin. Ft. | 80.00 | — | 66 | — | 5280.00 |
| 29 | Extra for Pipe Under Pavement | Lin. Ft. | 20.00 | 272 | 88 | 5440.00 | 1760.00 |
| 30 | Concrete Manholes | Ea. | 1500.00 | 2 | 2 | 3000.00 | 3000.00 |
| 31 | Concrete Inlets, Type B | Ea. | 300.00 | — | 2 | — | 600.00 |
| 32 | " " " CG-1 | Ea. | 300.00 | 20 | 9 | 6000.00 | 2700.00 |
| 33 | " " " D | Ea. | 300.00 | 2 | 3 | 600.00 | 900.00 |
| 34 | " " " G-1 | Ea. | 300.00 | 1 | 1 | 300.00 | 300.00 |
| 35 | Special Concrete Inlet | Ea. | 300.00 | 7 | 2 | 2100.00 | 600.00 |
| 36 | Guard Rail, Type 2A | Lin. Ft. | 20.00 | 263 | 25 | 5260.00 | 500.00 |
| 37 | " " Anchors, Type 1 | Ea. | 400.00 | 1 | 1 | 400.00 | 400.00 |
| 38 | Rail End Pieces, Type C | Ea. | 200.00 | 2 | 1 | 400.00 | 200.00 |
| 39 | CL-4R Chain Link Fence | Lin. Ft. | 15.00 | — | 205 | — | 3075.00 |
| 40 | Concrete Walks | Sq. Yd. | 8.00<br>~~[illegible]~~ | 2924.4 | 1265.3 | 23395.20 | 10122.40 |
| 41 | " Driveways | Sq. Yd. | 8.00 | 983.2 | 360.4 | 7865.60 | 2883.20 |
| 42 | Concrete Curbs & Islands | Cu. Yd. | 150.00 | 366.17 | 175.28 | 54925.50 | 26292.00 |
| 43 | " Bumper Logs | Ea. | 50.00 | — | — | — | — |
| 44 | Extra for Asphalt Approaches | Ea. | 150.00 | 37<br>~~35~~ | 27 | 5550.00<br>~~[illegible]~~ | 4050.00 |
| 45 | " " " Walk | Sq. Yd. | 6.00 | 185.3 | 68.7 | 1111.80 | 412.20 |
| 46 | Loose Riprap, Cl. 50 | Cu. Yd. | 20.00 | — | 129.98 | — | 2599.60 |
| 47 | Adjust Manholes | Ea. | 150.00 | 25 | 4 | 3750.00 | 600.00 |
| 48 | Bridge Removal Work | L.S. | 5,000.00 | — | 100% | — | 5000.00 |
| 49 | Structure Excavation | Cu. Yd. | 21.00 | — | 51.18 | — | 1074.78 |
| 50 | Furnish Pile Driving Equipment | L.S. | 7,500.00 | — | 100% | — | 7500.00 |
| 51 | " Prestressed Conc. Piling | Lin. Ft. | 12.00 | — | 600 | — | 7200.00 |
| 52 | Drive " " " | Lin. Ft. | 1.00 | — | 372 | — | 372.00 |

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 3 OF 6 SHEETS

| | | | | Q | Q | C | C |
|---|---|---|---|---|---|---|---|
| | | | | A | B | A | B |
| 53 | Structural Concrete, Cl. 3300 | L.S. | 20,000.00 | — | 100% | — | 20000.00 |
| 54 | 4"x25'/30' Prestressed Slabs | Ea. | 1,100.00 | — | 39 | — | 42900.00 |
| 55 | Reinforcement | L.S. | 4,500.00 | — | 100% | — | 4500.00 |
| 56 | Reinf. Conc. Bridge End Panels | Sq.Yd. | 40.00 | — | 174 | — | 6960.00 |
| 57 | Three Tube Metal Railing | Lin.Ft. | 51.00 | — | 174 | — | 8874.00 |
| 58 | Asphalt Membrane | Sq.Yd. | 12.00 | — | 404.50 | — | 4854.00 |
| 59 | Removal of Exist. Sign Installations | L.S. | 1,000.00 | 65.2% | 34.8% | 652.00 | 348.00 |
| 60 | Wood Sign Posts | L.S. | 4,000.00 | 70.69% | 29.31% | 2827.60 | 1172.40 |
| 61 | Type "C" & "D" Signs in Place | Sq.Ft. | 9.00 | 104.5 | 82.5 | 940.50 | 742.50 |
| 62 | Type "EE" Signs in Place | Sq.Ft. | 8.00 | 56.7 | 37.8 | 453.60 | 302.40 |
| 63 | Type "H" Signs in Place | Sq.Ft. | 10.00 | 6.3 | — | 63.00 | — |
| 64 | Type "J" Signs in Place | Sq.Ft. | 15.00 | 150.0 | 60.0 | 2250.00 | 900.00 |
| 65 | Type "U" & "V" Signs in Place | Sq.Ft. | 25.00 | 91.8 | 94.7 | 2295.00 | 2367.50 |
| | | | | | | | |
| | TOTALS - BID ITEMS | | | | | 452,884.45 | 499,481.36 |
| | | | | | | 952,365.81 | |

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 4 OF 6 SHEETS

|  |  |  |  | Q | Q | C | C |
|---|---|---|---|---|---|---|---|
|  |  |  |  | A | B | A | B |
| P.A.1 | On-the-Job Training | Hr. | 0.80 | 459.33 | 245.17 | 367.46 | 196.14 |
| P.A.2 | Non Spec. Fence Material | Lin. Ft. | -0.75 | – | 204.7 | – | -153.53 |
| P.A.3 | Non Spec. Asphalt Concrete | L.S. | -700.76 | 65.2% | 34.8% | -456.90 | -243.86 |
| P.A.4 | Bumper Logs | Ea. | 18.00 | 15 | – | 270.00 | – |
| P.A.5 | Add'l. Culvert & Sewer Work | L.S. | 698.91 | 33.3% | 66.7% | 232.74 | 466.17 |
| P.A.6 | Re-form Retaining Wall * | L.S. | 185.81 | – | 100% | – | 185.81 |
| P.A.7 | Reconnect Fence | L.S. | 217.57 | – | 100% | – | 217.57 |
| P.A.8 | Purch. Fence & Sign Materials * | L.S. | 208.33 | 65.2% | 34.8% | 135.83 | 72.50 |
| P.A.9 | Exp. Joints in Handrail | L.S. | 1368.91 | – | 100% | – | 1368.91 |
| P.A.10 | Topsoil | L.S. | 2390.00 | – | 100% | – | 2390.00 |
| TOTALS - PRICE AGREEMENTS |  |  |  |  |  | 549.13 | 4499.71 |
|  |  |  |  |  |  | 5048.84 |  |
| TOTALS - BID ITEMS & PRICE AGREEMENTS |  |  |  |  |  | 453,433.58 | 503,981.07 |
|  |  |  |  |  |  | 957,414.65 |  |

* = Non-participating

Form 81-734-2040X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 5 OF 6 SHEETS

| | | | | Q | Q | C | C |
|---|---|---|---|---|---|---|---|
| | | | | A | B | A | B |
| F.A.1 | Furnish Pipe Bedding Material | L.S. | 6,078.58 | 71.5% | 28.5% | 4346.18 | 1732.40 |
| F.A.2 | Furn., Install & Adj. Mail Box Posts | L.S. | 1,266.54 | 65.2% | 34.8% | 825.78 | 440.76 |
| F.A.3 | Remove Pipe & Backfill Trench | L.S. | 679.36 | — | 100% | — | 679.36 |
| F.A.4 | Install Rigid Conduit | L.S. | 622.98 | 100% | — | 622.98 | — |
| F.A.5 | Correct Retaining Wall Elev. | L.S. | 5675.92 | — | 100% | — | 5675.92 |
| F.A.6 | Furnish & Install Redwood Slats | L.S. | 559.98 | — | 100% | — | 559.98 |
| | TOTALS - FORCE ACCOUNT | | | | | 5,794.94 | 9,088.42 |
| | | | | | | 14,883.36 | |
| | TOTALS - B.I.'s, P.A.'s & F.A.'s | | | | | 459,228.52 | 513,069.49 |
| | | | | | | 972,298.01 | |

~~NP = Non-participating~~

Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 6 OF 6 SHEETS

|  |  |  |  | Q | Q | C | C |
|---|---|---|---|---|---|---|---|
|  |  |  |  | A | B | A | B |
| SFO 1 | Perm. Pavement Striping | L.S. | 2,173.59 | 65.2% | 34.8% | 1417.18 | 756.41 |
| SFO 2 | Install Pole & Adjust Signals | L.S. | 2,407.31 | 100% | — | 2407.31 | — |
| SFO 3 | Adjust Signals | L.S. | 1,895.02 | — | 100% | — | 1895.02 |
| SFO 4 | Credit for Mat. Purchased, P.A. 8 [redacted] | L.S. | -208.33 | 65.2% | 34.8% | -135.83 | -72.50 |
|  | TOTALS - STATE FORCE ORDERS |  |  |  |  | 3688.66 | 2578.93 |
|  |  |  |  |  |  | 6,267.59 |  |
|  | TOTALS - B.I.'s, P.A.'s, F.A.'s & S.F.O.'s |  |  |  |  | 462,917.18 | 515,648.42 |
|  |  |  |  |  |  | 978,565.60 |  |
|  | ENGINEERING |  |  | 47.31% | 52.69% | 53176.44 | 59223.56 |
|  |  |  |  |  |  | 112,400.00 |  |
|  | GRAND TOTAL |  |  |  |  | 516,093.62 | 574,871.98 |
|  |  |  |  |  |  | 1,090,965.60 |  |

City = $516,093.62
County = $574,871.98
TOTAL = $1,090,965.60

[redacted]

8764 (MEMORANDUM) CONST.

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-17-81

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

*(For use of Paying Office)*

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM
TO 8-31-70
12-10-80

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-2298(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| | | | | | |
| $1,093,857.84 | $1,085,295.90 | 85.77% | $930,858.29 | $930,858.29 | $ 0.00 |

| RECEIVED DIVISION OFFICE | DIVISION OFFICE REVIEW MADE | PASSED FOR PAYMENT |
|---|---|---|
| BY DATE | BY DATE | BY DATE |

REMARKS Oregon 4/17/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | S. 6th Street-E. Side Bypass (Klamath Falls) Section<br>FAU 2298 (Shasta Way City Street)<br>Klamath County | | | | | |
| | Construction<br>Type Code 6105<br>Roadway (Sta. 2+20 To Sta. 52+64)<br>Final Contract Payment Summary | | Lump Sum | | $ 628,888.57 | ✓ |
| SFO | #2 Temporary Adjustment of Existing Signals (State) | | All Required | | 2,407.31 | ✓ |
| SFO | #3 Temporary Adjustment of Existing Signals (State) | | All Required | | 1,923.33 | ✓ |
| | Total Participating Type Code 6150 Construction | | | | $ 633,219.21 | |
| | Type Code 6105<br>Road 4-Lane (Sta. 15+10 To Sta. 33+80)<br>Final Contract Payment Summary | | Lump Sum | | $ 226,838.06 | ✓ |
| SFO | #1 Permanent Pavement Striping (State) | | All Required | | 3,452.14 | ✓ |
| | Total Participating Type Code 6105 | | | | $ 230,290.20 | |
| | Type Code X080<br>Structure, Br. #16259 (Sta. 47+26 To Sta. 48+12)<br>Final Contract Payment Summary | | Lump Sum | | $ 109,234.78 | ✓ |
| | Total Participating Construction Cost | | | | $ 972,744.19 | |
| | Construction Engineering<br>State<br>6105 Roadway $73,196.37<br>6106 Road 4-Lane 26,647.53<br>X080 Structure 12,592.92 | | All Required | | $$ 112 ,436.82 | ✓ |
| | Misc. Project Costs<br>Equal Opportunity Program Expense<br>6105 Roadway $ 74.79<br>6106 Road 4-Lane 27.23<br>X080 Structure 12.87 | | All Required | | 114.89 | |
| | Total Participating Cost | | | | $1,085,295.90 | |
| | Nonparticipating Items<br>Final Contract Payment Summary | | Lump Sum | | $ 7,336.60 | ✓ |
| | Interest Paid to Contractor | | All Required | | 10.57 | ✓ |
| SFO | #4 Credit for excess materials | | All Required | | (208.33) cr | ✓ |
| | Construction Engineering | | All Required | | 1,422.80 | ✓ |
| | Total Nonparticipating Costs | | | | $ 8,561.64 | |
| | Total Costs | | | | $1,093,857.54 | |
| | Prepared based on Participating Costs as shown on Federal Billing as of 3/26/81. | | | | | |
| | AMOUNT CARRIED FORWARD . . | | | | | |

JULY 82

```
                                                                                              FISCAL
                                                                   CURRENT MONTH          YEAR TO DATE
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION    GR
                                   318   1003      920      00 P 1           65CR             15.07
                                   318   1003      948      00 P 1           55CR             12.68
                                                   TOT      P1            10.83CR          4,681.14
                                               ** JOB TOTALS **           10.8_CR**        4,681.14  **

                                 CONT NO       FA PROJ NOS RRP 00S042 100 RRO 00S042
   BNRR X'ING @ ADAMS RD                                                                      44.23CR
                                   318   1006      296      00 N 9                            44.23
                                   318   1006      298      00 N 9                            47.11
                                   318   1006      920      00 P 1            2.03CR          47.11
                                                   TOT      P1                2.03CR          47.11
                                               ** JOB TOTALS **               2.03CR**        47.11  **
                                                                                           4,691.49CR
                                   318   1034      296      00 N 9                         4,691.49
                                   318             299      00 N 9
                                               ** JOB TOTALS **                  **                  **

S 6TH-E SIDE BYPASS(KLAMATH F CONT NO 8764 * FA PROJ N   M   298003 100
                                   318   1042      201      00 P 1 Contr. Payments.
                                   318   1042      201      00 N 1   "        "   .
                                   318   1042      206      00 N 1 Interest.
                                   318   1042      208      00 N 1 Deduct for Ret. Adm. Cost.
                                   318   1042      270      01 P 1 SFO#1.
                                   318   1042      270      02 P 1 SFO#2✓
                                   318   1042      270      03 P 1 SFO#3.
                                   318   1042      270      04 N 1 SFO#4✓
                                   318   1042      290      00 N 9✓
                                   318   1042      295      00 N 9✓
                                   318   1042      296      00 N 9✓
                                   318   1042      297      00 N 9✓
                                   318   1042      298      00 N 9✓
                                   318   1042      900      00 P 1 Const. Engr.
                                   318   1042      900      00 N 1   "     "  .
                                   318   1042      920      00 P 1 Proj. Mgmt.
                                   318   1042      927      00 N 1 Br. Des. For Counties.
                                   318   1042      928      00 N 1 Acctng Sec.
                                   318   1042      945      00 P 1 Const. Sec.
                                   318   1042      948      00 N 1 Const. Engr.
                                   318   1042      950      00 P 1 Training Sem.
                                   318   1042      960      00 P 1 Personal Leave.
                                   318   1042      985      00 P 1 EEO.
                                                   TOT      P1
                                                   TOT      N1
                                               ** JOB TOTALS **                  **                  **

                                 CONT NO       * FA PROJ NOS RRS 221002 100
   OC&E RRXING ALTAMNT DR
                                   318   1045      270      01 P 1                            26.68CR
                                   318   1045      270      01 N 1
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                                                                FISCAL              GRAND TOTAL       ACTIVE  YRS
                                                             YEAR TO DATE             TO DATE           BEG    END
                          FUNCTION   GR   CURRENT MONTH         15.07                  31.53            81     82
        PREFIX                                    65CR          12.68                  12.68            81     82
  318   1003              920        00 P 1        55CR                            44,602.49
  318   1003              948        00 P 1     10.83CR      4,681.14              44,602.49  **
                          TOT        P1         10.8_CR**    4,681.14  **
                       ** JOB TOTALS **

                                                                                                 STATE
                     FA PROJ NOS RRP 00S042 100 3RO 00S042      44.23CR               44.23CR     81     82
CONT NO                                                                               44.23       81     82
  318   1006              296        00 N 9                     44.23                 47.11       81     82
  318   1006              298        00 N 9          2.03CR     47.11                 47.11
  318   1006              920        00 P 1          2.03CR     47.11                 47.11  **
                          TOT        P1              2.03CR**   47.11  **
                       ** JOB TOTALS **
                                                             4,691.49CR            4,691.49CR     81     81
  318   1034              296        00 N 9                  4,691.49              4,691.49       81     81
  318                     299        00 N 9                              **                  **
                       ** JOB TOTALS **               **

                                                                                                 STATE
                                                                                 964,961.4_       78     80
F CONT NO 8764 * FA PROJ N_, M   298003 100
  318   1042              201        00 P 1 Contr. Payments.                       7,336.60       79     80
  318   1042              201        00 N 1   "     "                                 10.57       80     80
  318   1042              206        00 N 1 Interest.                               26.66CR     80     80
  318   1042              208        00 N 1 Deduct for Ret. Adm. Cost.   2173.59   3,452.14       79     80
  318   1042              270        01 P 1 SFO#1.                                 2,407.31       79     79
  318   1042              270        02 P 1 SFO#2                        1895.02   1,923.33       79     80
  318   1042              270        03 P 1 SFO#3.                                   208.33CR     80     80
  318   1042              290        04 N 1 ~~SFO#4~~                             27,830.00       78     78
  318   1042              295        00 N 9                                      991,528.29CR     78     81
  318   1042              296        00 N 9                                       32,840.00       78     78
  318   1042              297        00 N 9                                      930,858.29       78     81
  318   1042              298        00 N 9                                      109,683.04       78     81
  318   1042              900        00 P 1 Const. Engr.                           1,422.80       78     80
  318   1042              900        00 N 1   "     "                                 89.46       78     79
  318   1042              920        00 P 1 Proj. Mgmt.                                18.90       79     79
  318   1042              927        00 N 1 Br. Des. For Counties.                      7.76       80     80
  318   1042              928        00 N 1 Acctng Sec.                                11.70       31     81
  318   1042              945        00 P 1 Const. Sec.                                12.58       81     81
  318   1042              948        00 N 1 Const. Engr.                           2,519.41       78     80
  318   1042              950        00 P 1 Training Sem.                             133.21       79     79
  318   1042              960        00 P 1 Personal Leave.                           114.89       78     78
  318   1042              985        00 P 1 EEO.                               1,085,295.90
                          TOT        P1                                            8,574.22
                          TOT        N1                     **           **    1,093,870.12  **
                       ** JOB TOTALS **

                                                                                             STATE
                                                                            52,356.56          80     81
CONT NO         * FA PROJ NOS RRS 221002 100                                                   81     82
  318   1045              270        01 P 1                    26.68CR
  318   1045              270        01 N 1
```

571- L.

# STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## FINAL ACCEPTANCE REPORT

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>4 | COUNTY<br>Klamath | DIVISION<br>Oregon |
| DATE OF REPORT<br>12-3-80 | REPORT MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>M-2298(3) |
| COMPLETION DATE<br>8-8-79 | ACCEPTANCE DATE BY CONTRACT AGENCY<br>3-31-80 | TIME ELAPSED<br>$\frac{288}{300} = 96$ % | CONTRACT TIME<br>300 CWD |
| APPROVED EXTENSIONS<br>None | LOCATION Shasta Way between S. 6th Street and the East Side Bypass, Klamath Falls, Klamath County, Oregon | | |

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

**REMARKS:** *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. 6TH ST.-EAST SIDE BYPASS (KLAMATH FALLS)
FAU 2298
Grade, Pave, Structure & Signing

This project provided for the upgrading of approximately 0.94 miles of Shasta Way between the above limits.

The final cost of the original contract items was $952,365.81. This represents a 7.0 percent overrun of the contract bid amount of $890,120.00.

The project signing and striping is complete.

A final inspection of the completed work was made on September 18, 1979.

RECEIVED
STATE HWY ENGR
DEC 11 '80
REFER TO Keasey
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

12-11
cy

*NOTE: Not applicable for direct federal projects.

| ACCEPTANCE OF PROJECT IS RECOMMENDED | | ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION | |
|---|---|---|---|
| SIGNATURE Original Signed by D. B. Carter Area Eng David B. Carter | | SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner | |
| TITLE Area Engineer | DATE 12-9-80 | TITLE Field Operations Engineer | DATE 12/10/80 |

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8764

CON 5

DATE: June 6, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
South 6th St.-East Side Bypass Section
FAU 2298 (Shasta Way), Klamath County
Contract No. 8764

This federal-aid grading, paving, structure and signing project has recently been completed. The final cost figures show that the project has overrun by $70,666 or 6.9 percent.

The paving depth was increased approximately one inch to match the curb grade. This additional depth resulted in an increased project cost of $49,700. The cost of culvert items exceeded the estimated amounts by $11,500 as the Bureau of Reclamation would not allow surface drainage to be discharged into the canal.

The watering necessary for dust control and subgrade processing exceeded the estimated quantities and increased the project cost by $12,800. The project engineering also overran by $30,200. The above overruns were partially offset by contingency funds authorized for the project.

It is recommended that the project authorization for this project be increased $70,666 to a new total of $1,090,259.20. This matter will be on the consent calendar for your June 17 meeting.

WR:mk dc

bc: F. B. Klaboe
Robert Gormsen
C. T. Keasey
Dale Allen
V. E. Skoog
George Bell

**STATE OF OREGON**
Highway Construction — DEPT.
378-6318 — TELEPHONE

**INTEROFFICE MEMO**
FILE: CON 5 #8764

TO: H. S. Coulter
State Highway Engineer

DATE: June 5, 1980

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
South 6th St.-East Side Bypass Section
FAU 2298 (Shasta Way), Klamath County
Contract No. 8764

This federal-aid grading, paving, structure and signing project was recently completed. The final cost figures show that the project has overrun by $70,666 or 6.9 percent. At the time the semi-final was submitted, it appeared the project would overrun by less than 5 percent but late engineering charges necessitated the increased authorization.

The two major causes of the overrun were the paving items and engineering. The paving was placed to match the curb grade which was high. As a result, the paving depth averaged 4½-inches instead of the specified 3½-inches. The reason for the engineering overrun is not readily apparent. The Resident points out that $22,000 engineering was charged by crews other than his own. This amounts to just under 20 percent for charges by others which does not appear to be out of line. These two overruns amounted to $49,700 and $30,200 respectively.

There is no indication that the City has been alerted to the overrun but the final project cost is very close to the Revised Project Agreement Estimate of October, 1979.

A rough draft letter to the Transportation Commission is attached along with a completed Expected Overrun of Project Authorization form.

PCRB approval is not required and the increase is eligible for federal participation.

WR:fr

Attach.

cc: Dale Allen
Wayne Cobine
Robert Church

RECEIVED
STATE HWY ENGR
JUN 5 '80
REFER TO
FOR

| Info | Inves | R/D | O/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

# Expected Overrun of Project Authorization

Project So. 6th. St.-E. Side Bypass Date April 21, 1980

Highway FAU 2298 (Shasta Way) Contract No. 8764

County Klamath Kind of Work Grading, Paving, Structure & Signing Contractor R. A. Hatch Co.

| | Authorized | Estimated |
|---|---|---|
| Contract Amount | $890,120.00 | $952,796.89 |
| Anticipated Items | 8,200.00 | 8,300.84 |
| Contingency (4½%) | 40,424.40 | 18,102.08<br>** 111,059.39 |
| Engineering | 80,848.80 | * 89,109.31 |
| Credits | | |
| PROJECT COST | $1,019,593.20 | $1,090,259.20 |

**IBM Run
*Semi-Final Amount

NET INCREASE $ 70,665.00 OR 6.93 %

## MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

| (Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items) | Expected Amount | Net Change |
|---|---|---|
| (C) Culvert Items: 10, 26, & 29 | $32,090.60 | +11,470.60 |
| (C) Watering | 14,637.00 | +12,837.00 |
| (C) Structure Excavation | 14,496.00 | + 4,396.00 |
| (C) Class "B" AC, & Asphalt Cement, Items 17 & 18 &PA#3 | 158,821.48 | +49,721.48 |
| (C) Concrete In Walls | 83,800.00 | -28,200.00 |
| (C) Guard Rail, Type 2A | 5,750.00 | + 4,250.00 |
| (C) Concrete Driveways | 10,761.60 | + 4,041.60 |
| (C) Extra for Asphalt Approaches | 9,600.00 | + 6,600.00 |
| (C) Engineering | 111,059.39 | +30,210.59 |
| (U) PA #2 & 3 Non-Spec Materials | - 854.29 | - 854.29 |
| (U) PA 5,6,7,&8 Culvert Work, Reforming, Time, Fence, Purchase Materials | + 1,310.62 | + 1,310.62 |
| (U) PA 9&10 Expansion Joints & Topsoil | + 3,758.91 | + 3,758.91 |

Principal reasons for overruns (Continue on reverse side): See attached explanation of Major Overruns & Underruns.

**INSTRUCTIONS:** A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Wayne F. Cobine
Wayne F. Cobine Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Regional Engineer

Noted by
State Highway Engineer

SP*68737-734

## EX ANATION OF MAJOR OVERRUNS AND ERRUNS

PROJECT: So. 6th. St.-E. Side Bypass
HIGHWAY: FAU 2298 (Shasta Way)
COUNTY: Klamath

CONTRACT NO.: 8764
PREFIX NO.: 318-1042
F. A. No.: M-2298(3)

| Item No. | Item | Unit | ORIGINAL | SEMI-FINAL | %(+ or — ) |
|---|---|---|---|---|---|
| 10 | Trench Excavation | CU.YD. | 1,220 | 1,510.04 | +24% |

Item was overrun primarily due to the overruning of B.I. #23 (12-inch Sewer Pipe), and B.I. #26 (12-inch Culvert Pipe), sewer pipe was installed, and then removed at the request of the Bureau of Reclamation at the "A" Canal; 90-feet of 12-inch CMP was installed that was not on the plans

| | | | | | |
|---|---|---|---|---|---|
| 12 | Watering | M-Gal | 60 | 495.90 | +727% |

Additional water was used in the processing of the subgrade material, and maintaining said subgrade for the control of dust for the traveling public, and adjacent property owners.

| | | | | | |
|---|---|---|---|---|---|
| 13 | Structural Excavation | CU.YD. | 1,010 | 1,449.60 | +44% |

More excavation was required to get the walls to plan grade and on stable foundation, sub-excavation was required in several areas.

| | | | | | |
|---|---|---|---|---|---|
| 17 | Class "B" A.C. Mix | TON | 4,850.00 | 7,040.53 | +45% |

The lime subgrade was processed and set to grade, then the Type A curbs were constructed, apparently the curbs were slightly higher than they should have been, requiring extra depth of A.C. to obtain the proper cross slope. The plans called for 3½-inches, and I expect that more like 4½-inches was the average depth, and probably reconnecting the street connections and paving driveways also accounted for some of the overrun.

| | | | | | |
|---|---|---|---|---|---|
| 18 | Asphalt Cement in Mix | TON | 315 | 460.83 | +46% |

Directly related to bid item 17, which also overran.

| | | | | | |
|---|---|---|---|---|---|
| 19 | Concrete In Walls | CU.YD. | 700 | 522.87 | -25% |

The plans indicated only 572 cu. yds. of concrete compared to the 700 shown in the bid schedule. Computations on neat lines indicated 523 cu. yds.

| | | | | | |
|---|---|---|---|---|---|
| 26 | 12-Inch Culvert Pipe | Lin. Ft. | 36 | 112 | +211% |

90-feet of CMP was installed at Sta. 51+70 to 52+37 Rt. that was not on the plans, but needed for proper drainage.

| | | | | | |
|---|---|---|---|---|---|
| 29 | Extra for Pipe Under Pavement | Lin. Ft. | 80 | 360 | +450% |

The contractor was required to maintain better pipe crossings due to his work schedule. Performing all pipe work, then coming back and doing the grading work.

CON 5
8764

## MAJOR OVERRUNS AND UNDERRUN

| ITEM NO. | ITEM | UNIT | ORIGINAL | ESTIMATED | % ( + or - ) |
|---|---|---|---|---|---|
| 36 | Guard Rail, Type 2A | Lin. Ft. | 75 | 287.50 | +283% |

The existing run of guardrail at Crest St. was an old wooden plank which we were to tie into. After discussions with Dave Carter of the FHWA it was decided to upgrade the entire run, which accounts for all the overrun.

| | | | | | |
|---|---|---|---|---|---|
| 41 | Concrete Driveway | SQ.YD. | 840 | 1,345.20 | +60% |

Plan quantity must have been in error as all driveways were constructed as per plan or the right-of-way agreements.

| | | | | | |
|---|---|---|---|---|---|
| 44 | Extra for Asphalt Approaches | Each | 20 | 45 | +125% |

Payment was made on all approaches where the contractor was required to reconnect or place asphalt concrete. All approaches where vehicle use was happening an approach area was paved to keep gravel from getting on the sidewalk. This was Klamath Counties standard procedure on approaches.

| | | | | | |
|---|---|---|---|---|---|
| | Engineering | | $80,848.80 | $111,059.39 | +38% |

The engineering amount shown above came from the latest I.B.M. run. The amount posted by this office at the time of semi-final was $89,109. The other $21,950 difference is an accummulation of charges made by other sections generally in the Region and Salem offices, for performing inspections, computations, checking, etc.

| | | | | | |
|---|---|---|---|---|---|
| | P.A. #2 & 3 Non-Spec. Materials | Lump Sum | | -$854.29 | |

Credit to the State for Non-Spec fence material and A.C.

| | | | | | |
|---|---|---|---|---|---|
| | P.A. #5 Additional Culvert & Sewer Work | Lump Sum | | +$698.91 | |

This price agreement reimbursed the contractor for repairing existing culverts which were damaged previously and needed repair.

| | | | | | |
|---|---|---|---|---|---|
| | P.A. #6 Reforming Time | Lump Sum | | +$185.81 | |

During the progress of the job, a minor staking error was made and before it was caught the contractor had begun forming and this work had to be redone.

| | | | | | |
|---|---|---|---|---|---|
| | P.A. #7 Reconnect Fence | Lump Sum | | +$217.57 | |

Old fences which were removed by the construction of the retaining walls had to be reconnected.

| | | | | | |
|---|---|---|---|---|---|
| | P.A. #8 Purchase Excess Materials | Lump Sum | | +$208.33 | |

The plan fence quantity was not needed, and severly signs were not installed at this time and the excess purchased.

CON 5
8764

## MAJOR OVERRUNS AND UNDERRUN

| ITEM NO | ITEM | UNIT | ORIGINAL | ESTIMATED | % ( + or – ) |
|---|---|---|---|---|---|
| P.A. # 9 | Expansion Joints | | Lump Sum | +$1,368.91 | |

The plans or special provisions indicated no expansion joints in the pipe handrail. After initial installation it was decided that expansion joints would be necessary in order to maintain alignment.

| | | | | | |
|---|---|---|---|---|---|
| P.A. #10 | Furnish and Place Topsoil | | Lump Sum | +$2,390.00 | |

Topsoil was furnished to cover disturbed lawn and garden areas to their original condition.

8764

2.

April 28, 1980

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

CON 5
#8764

Gentlemen:

A post-final payment for $5,028 will be made to R. A. Hatch Co. for work on the South 6th Street-East Side Bypass (Klamath Falls) Section on Shasta Way in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $972,298.01 including the post-final payment. Of the total $14,883.36 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
Dale Allen

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY
KLAMATH

CONTRACT NO.
8764

ESTIM
1

HIGHWAY
FAU 2298

FEDERAL AID PROJECT NO
M 2298003

SECTION
S 6TH ST E SIDE BYPASS(KLAMATH FALLS)

| NO. | ITEMS | UNITS | UNIT PRICE | QUANTITY T |
|---|---|---|---|---|
| 001 | 1P MOBILIZATION | LUMP SUM | 80000.0000 | 10 |
| 002 | 1P TEMPORARY PROTECTION AND DIR OF TRAFFIC | LUMP SUM | 20000.0000 | 10 |
| 003 | 1P TEMPORARY SIGNS | SQ FT | 6.0000 | 47 |
| 004 | 1P TEMPORARY BARRICADES | EACH | 60.0000 | 4 |
| 005 | 1P TEMP CONT RAIL TRAFFIC BARR REFLECT | LIN FT | 6.0000 | 18 |
| 006 | 1P FLAGMEN | HOUR | 18.0000 | 87 |
| 007 | 1P CLEARING AND GRUBBING | LUMP SUM | 10000.0000 | 10 |
| 008 | 1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS | LUMP SUM | 20000.0000 | 10 |
| 009 | 1P GENERAL EXCAVATION | CU YD | 8.0000 | 5,84 |
| 010 | 1P TRENCH EXCAVATION | CU YD | 15.0000 | 1,50 |
| 011 | 1P FINISHING ROADBED AND SLOPES | LUMP SUM | 15000.0000 | 10 |
| 012 | 1P WATERING | M-GAL | 30.0000 | 48 |
| 013 | 1P STRUCTURE EXCAVATION | CU YD | 10.0000 | 1,44 |
| 014 | 1P AGGREGATE BASE | CU YD | 10.0000 | 36 |
| 015 | 1P LIME TREATED SUBGRADE | SQ YD | .5000 | 28,68 |
| 016 | 1P LIME FOR TREATED SUBGRADE | TON | 70.0000 | 61 |
| 017 | 1P CLASS B ASPHALT CONCRETE MIXTURE | TON | 16.0000 | 7,04 |
| 018 | 1P ASPHALT CEMENT IN MIXTURE | TON | 100.0000 | 46 |
| 019 | 1P CONCRETE IN WALLS | CU YD | 160.0000 | 52 |
| 020 | 1P REINFORCEMENT IN WALLS | LB | .5000 | 45,05 |
| 021 | 1P PIPE HANDRAIL | LIN FT | 18.0000 | 73 |
| 022 | 1P 10-INCH SEWER PIPE | LIN FT | 8.0000 | 47 |
| 023 | 1P 12-INCH SEWER PIPE | LIN FT | 10.0000 | 1,80 |
| 024 | 1P 15-INCH SEWER PIPE | LIN FT | 16.0000 | 51 |
| 025 | 1P 24-INCH SEWER PIPE | LIN FT | 20.0000 | 7 |
| 026 | 1P 12-INCH CULVERT PIPE | LIN FT | 20.0000 | 11 |
| 027 | 1P 12-INCH IRRIGATION PIPE | LIN FT | 15.0000 | 17 |
| 028 | 1P 48-INCH IRRIGATION PIPE | LIN FT | 80.0000 | 66 |
| 029 | 1P EXTRA FOR PIPE UNDER PAVEMENT | LIN FT | 20.0000 | 36 |
| 030 | 1P CONCRETE MANHOLES | EACH | 1500.0000 | 4 |
| 031 | 1P CONCRETE INLETS TYPE B | EACH | 300.0000 | 2 |

| | |
|---|---|
| DATE<br>04 23 80 PG. 01 8764 | TOTAL CONTRACT ITE |
| PREVIOUS VOUCHER NO. | % RETAINED ON CONTRACT ITE |
| CHECKED BY: | FORCE ACCOU |
| ENGINEER OR AUDITOR | TOTAL PAYMEN |

4-23-80

8764

| | | | | |
|---|---|---|---|---|
| OUCHER<br>VISION | COUNTY<br>KLAMATH | CONTRACT NO.<br>8764 | ESTIMATE NO.<br>13 | PREFIX NO'S. |
| | HIGHWAY<br>FAU 2298 | FEDERAL AID PROJECT NO.<br>M 2298003 | | |
| | SECTION<br>S 6TH ST E SIDE BYPASS(KLAMATH FALLS) | | | |

| ITEMS | UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DAT |
|---|---|---|---|---|
| | LUMP SUM | 80000.0000 | 100.000 | 80000. |
| ECTION AND DIR OF TRAFFIC | LUMP SUM | 20000.0000 | 100.000 | 20000. |
| S | SQ FT | 6.0000 | 431.000 | 2586. |
| ICADES | EACH | 60.0000 | 42.000 | 2520. |
| TRAFFIC BARR REFLECT | LIN FT | 6.0000 | 189.000 | 1134. |
| | HOUR | 18.0000 | 875.500 | 15759. |
| RUBBING | LUMP SUM | 10000.0000 | 100.000 | 10000. |
| UCTURES ANDOBSTRUCTIONS | LUMP SUM | 20000.0000 | 100.000 | 20000. |
| TION | CU YD | 8.0000 | 5,842.600 | 46740. |
| ION | CU YD | 15.0000 | 1,505.720 | 22585. |
| BED AND SLOPES | LUMP SUM | 15000.0000 | 100.000 | 15000. |
| | M-GAL | 30.0000 | 487.900 | 14637. |
| VATION | CU YD | 10.0000 | 1,449.600 | 14496. |
| | CU YD | 10.0000 | 368.200 | 3682. |
| UBGRADE | SQ YD | .5000 | 28,688.890 | 14344. |
| ED SUBGRADE | TON | 70.0000 | 616.100 | 43127. |
| T CONCRETE MIXTURE | TON | 16.0000 | 7,044.030 | 112704. |
| IN MIXTURE | TON | 100.0000 | 461.170 | 46117. |
| LLS | CU YD | 160.0000 | 523.750 | 83800. |
| IN WALLS | LB | .5000 | 45,059.800 | 22529. |
| | LIN FT | 18.0000 | 737.200 | 13269. |
| PIPE | LIN FT | 8.0000 | 470.000 | 3760. |
| PIPE | LIN FT | 10.0000 | 1,806.000 | 18060. |
| PIPE | LIN FT | 16.0000 | 516.000 | 8256. |
| PIPE | LIN FT | 20.0000 | 75.000 | 1500. |
| T PIPE | LIN FT | 20.0000 | 112.000 | 2240. |
| TION PIPE | LIN FT | 15.0000 | 173.000 | 2595. |
| TION PIPE | LIN FT | 80.0000 | 66.000 | 5280. |
| UNDER PAVEMENT | LIN FT | 20.0000 | 360.000 | 7200. |
| LES | EACH | 1500.0000 | 4.000 | 6000. |
| S TYPE B | EACH | 300.0000 | 2.000 | 600. |

| | | |
|---|---|---|
| 01 8764 | TOTAL CONTRACT ITEMS | |
| | % RETAINED ON CONTRACT ITEMS | |
| | FORCE ACCOUNT | |
| | TOTAL PAYMENTS | |

| CONTRACT NO. | ESTIMATE NO. | PREFIX NO'S. |
|---|---|---|
| 8764 | 13 | |

FEDERAL AID PROJECT NO.
M 2298003

YPASS (KLAMATH FALLS)

| UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|
| MP SUM | 80000.0000 | 100.000 | 80000.00 | 80000.00 | A 52,000 B-28,000 |
| MP SUM | 20000.0000 | 100.000 | 20000.00 | 20000.00 | A 43,000 - B- 7000 |
| FT | 6.0000 | 431.000 | 2586.00 | 2586.00 | A -1992 B - 594 |
| CH | 60.0000 | 42.000 | 2520.00 | 2520.00 | A -1260 B-1260 |
| N FT | 6.0000 | 189.000 | 1134.00 | 1134.00 | A 1134. |
| UR | 18.0000 | 875.500 | 15759.00 | 15759.00 | A 10,085 B- 5674 |
| MP SUM | 10000.0000 | 100.000 | 10000.00 | 10000.00 | A 6,500 B- 3,500 |
| MP SUM | 20000.0000 | 100.000 | 20000.00 | 20000.00 | A 13,000 B- 7000 |
| YD | 8.0000 | 5,842.600 | 46740.80 | 46740.80 | A 26,639 B- 20,101.80 |
| YD | 15.0000 | 1,505.720 | 22585.80 | 22585.80 | A 16,291.40 B- 6,294.40 |
| MP SUM | 15000.0000 | 100.000 | 15000.00 | 15000.00 | A -9750 B -5250 |
| GAL | 30.0000 | 487.900 | 14637.00 | 14637.00 | A -9758 B -4879 |
| YD | 10.0000 | 1,449.600 | 14496.00 | 14496.00 | A 14496 |
| YD | 10.0000 | 368.200 | 3682.00 | 3682.00 | A 2209 B 1473 |
| YD | .5000 | 28,688.890 | 14344.45 | 14344.45 | A 8606.67 B-5737.78 |
| N | 70.0000 | 616.100 | 43127.00 | 43127.00 | A 25 876 B -17251 |
| N | 16.0000 | 7,044.030 | 112704.48 | 112704.48 | A 67,622.69 B-45081.79 |
| N | 100.0000 | 461.170 | 46117.00 | 46117.00 | A 27670 B- 18,447 |
| YD | 160.0000 | 523.750 | 83800.00 | 83800.00 | A 83800 |
| | .5000 | 45,059.800 | 22529.90 | 22529.90 | A 22529.90 |
| N FT | 18.0000 | 737.200 | 13269.60 | 13269.60 | A 13269.60 |
| N FT | 8.0000 | 470.000 | 3760.00 | 3760.00 | A -572 B -3188 |
| N FT | 10.0000 | 1,806.000 | 18060.00 | 18060.00 | A 16870 B- 1,190 |
| N FT | 16.0000 | 516.000 | 8256.00 | 8256.00 | A-3969 B- 4287 |
| N FT | 20.0000 | 75.000 | 1500.00 | 1500.00 | B 1,500 |
| N FT | 20.0000 | 112.000 | 2240.00 | 2240.00 | A 2240 |
| N FT | 15.0000 | 173.000 | 2595.00 | 2595.00 | A 2595 |
| N FT | 80.0000 | 66.000 | 5280.00 | 5280.00 | A 5280 |
| N FT | 20.0000 | 360.000 | 7200.00 | 6000.00 | A 3,150 B- 4050<br>1200.00 |
| CH | 1500.0000 | 4.000 | 6000.00 | 6000.00 | A 6000 |
| CH | 300.0000 | 2.000 | 600.00 | 600.00 | A 600 |

| | | | |
|---|---|---|---|
| TOTAL CONTRACT ITEMS | | | |
| % RETAINED ON CONTRACT ITEMS | | | |
| FORCE ACCOUNT | | | |
| TOTAL PAYMENTS | | | |

## ONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

ORM 734-1020 (REV. 7-78)

| | |
|---|---|
| COUNTY | |
| CONTRACT NO. | 8764 |
| HIGHWAY | |
| FEDERAL AID PROJEC | |
| SECTION | |

| NO. | ITEMS | | UNITS | UNIT PRICE | QUANT |
|---|---|---|---|---|---|
| 032 | 1P CONCRETE INLETS TYPE CG-1 | | EACH | 300.0000 | |
| 033 | 1P CONCRETE INLETS TYPE D | | EACH | 300.0000 | |
| 034 | 1P CONCRETE INLETS TYPE G-1 | | EACH | 300.0000 | |
| 035 | 1P SPECIAL CONCRETE INLET | | EACH | 300.0000 | |
| 036 | 1P GUARD RAIL TYPE 2A | | LIN FT | 20.0000 | |
| 037 | 1P GUARD RAIL ANCHORS TYPE 1 | | EACH | 400.0000 | |
| 038 | 1P RAIL END PIECES TYPE C | | EACH | 200.0000 | |
| 039 | 1P CL-4R CHAIN LINK FENCE | | LIN FT | 15.0000 | |
| 040 | 1P CONCRETE WALKS | | SQ YD | 8.0000 | 4 |
| 041 | 1P CONCRETE DRIVEWAYS | | SQ YD | 8.0000 | 1 |
| 042 | 1P CONCRETE CURBS AND | ISLANDS | CU YD | 150.0000 | |
| 044 | 1P EXTRA FOR ASPHALT | APPROACHES | EACH | 150.0000 | |
| 045 | 1P EXTRA FOR ASPHALT WALKS | | SQ YD | 6.0000 | |
| 046 | 1P LOOSE RIPRAP CLASS 50 | | CU YD | 20.0000 | |
| 047 | 1P ADJUSTING MANHOLES | | EACH | 150.0000 | |
| 048 | 1P BRIDGE REMOVAL WORK | | LUMP SUM | 5000.0000 | |
| 049 | 1P STRUCTURE EXCAVATION | | CU YD | 21.0000 | |
| 050 | 1P FURNISH PILE DRIVING | EQUIPMENT | LUMP SUM | 7500.0000 | |
| 051 | 1P FURNISH PRESTRESSED | CONC PILING | LIN FT | 12.0000 | |
| 052 | 1P DRIVE PRESTRESSED | CONCRETE PILES | LIN FT | 1.0000 | |
| 053 | 1P STRUCTURAL CONCRETE | CLASS 3300 | LUMP SUM | 20000.0000 | |
| 054 | 1P 4'X25'/30' PRESTRESSED | SLABS | EACH | 1100.0000 | |
| 055 | 1P REINFORCEMENT | | LUMP SUM | 4500.0000 | |
| 056 | 1P REINFORCED CONCRETE BRDGEEND PANELS | | SQ YD | 40.0000 | |
| 057 | 1P THREE TUBE METAL RAILING | | LIN FT | 51.0000 | |
| 058 | 1P ASPHALT MEMBRANE | | SQ YD | 12.0000 | |
| 059 | 1P REMOVAL OF EXISTING SIGN | INSTALLATIONS | LUMP SUM | 1000.0000 | |
| 060 | 1P WOOD SIGN POSTS | | LUMP SUM | 4000.0000 | |
| 061 | 1P TYPE C AND D SIGNS | IN PLACE | SQ FT | 9.0000 | |
| 062 | 1P TYPE EE SIGNS IN PLACE | | SQ FT | 8.0000 | |
| 063 | 1P TYPE H SIGNS IN PLACE | | SQ FT | 10.0000 | |

| | |
|---|---|
| DATE<br>04 23 80 PG. 02 8764 | TOTAL CONTRACT |
| PREVIOUS VOUCHER NO. | % RETAINED ON CONTRACT |
| CHECKED BY: | FORCE AC |
| ENGINEER OR AUDITOR | TOTAL PA |

| | | |
|---|---|---|
| CONTRACT NO.<br>8764 | ESTIMATE NO.<br>13 | PREFIX NO'S. |
| FEDERAL AID PROJECT NO. | | |

| UNITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|
| EACH | 300.0000 | 29.000 | 8700.00 | 8700.00 | A 6735 B-1965 |
| EACH | 300.0000 | 5.000 | 1500.00 | 1500.00 | A 900 B-600 |
| EACH | 300.0000 | 2.000 | 600.00 | 600.00 | A 600 |
| EACH | 300.0000 | 9.000 | 2700.00 | 2700.00 | A 1080 B 1620 |
| LIN FT | 20.0000 | 288.000 | 5760.00 | 5760.00 | A 5760 |
| EACH | 400.0000 | 2.000 | 800.00 | 800.00 | A 800 |
| EACH | 200.0000 | 3.000 | 600.00 | 600.00 | A 600 |
| LIN FT | 15.0000 | 205.000 | 3075.00 | 3075.00 | A 3075 |
| SQ YD | 8.0000 | 4,189.700 | 33517.60 | 33517.60 | A 26,967.20 B-6550.40 |
| SQ YD | 8.0000 | 1,343.600 | 10748.80 | 10748.80 | A 6449.28 B-4299.52 |
| CU YD | 150.0000 | 541.450 | 81217.50 | 81217.50 | A-69615.00 B 11,602.50 |
| EACH | 150.0000 | 64.000 | 9600.00 | 6750.00 | A-6720 B-2880<br>2850.00 |
| SQ YD | 6.0000 | 254.000 | 1524.00 | 546.00 | A 1524<br>978.00 |
| CU YD | 20.0000 | 129.980 | 2599.60 | 2599.60 | A 2599.60 |
| EACH | 150.0000 | 29.000 | 4350.00 | 4350.00 | A-2175.00 B-2175.00 |
| LUMP SUM | 5000.0000 | 100.000 | 5000.00 | 5000.00 | C |
| CU YD | 21.0000 | 51.180 | 1074.78 | 1074.78 | C |
| LUMP SUM | 7500.0000 | 100.000 | 7500.00 | 7500.00 | C |
| LIN FT | 12.0000 | 600.000 | 7200.00 | 7200.00 | C |
| LIN FT | 1.0000 | 372.000 | 372.00 | 372.00 | C |
| LUMP SUM | 20000.0000 | 100.000 | 20000.00 | 20000.00 | C |
| EACH | 1100.0000 | 39.000 | 42900.00 | 42900.00 | C |
| LUMP SUM | 4500.0000 | 100.000 | 4500.00 | 4500.00 | C |
| SQ YD | 40.0000 | 174.000 | 6960.00 | 6960.00 | C |
| LIN FT | 51.0000 | 174.000 | 8874.00 | 8874.00 | C |
| SQ YD | 12.0000 | 404.500 | 4854.00 | 4854.00 | C |
| LUMP SUM | 1000.0000 | 100.000 | 1000.00 | 1000.00 | A-640 B-360 |
| LUMP SUM | 4000.0000 | 100.000 | 4000.00 | 4000.00 | A-3000 B 1000 |
| SQ FT | 9.0000 | 187.000 | 1683.00 | 1683.00 | A-1280 B-403 |
| SQ FT | 8.0000 | 94.500 | 756.00 | 756.00 | A 600 B-156 |
| SQ FT | 10.0000 | 6.300 | 63.00 | 63.00 | A 63 |
| TOTAL CONTRACT ITEMS | | | | | |
| % RETAINED ON CONTRACT ITEMS | | | | | |
| FORCE ACCOUNT | | | | | |
| TOTAL PAYMENTS | | | | | |

## NTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

COUNTY

HIGHWAY

SECTION

CONTRACT NO.
8764

FEDERAL AID PRO

FORM 734-1020 (REV. 7-78)

| NO. | ITEMS | | UNITS | UNIT PRICE | QUA |
|---|---|---|---|---|---|
| 064 | 1P TYPE T SIGNS IN PLACE | | SQ FT | 15.0000 | |
| 065 | 1P TYPE U AND V SIGNS IN | PLACE | SQ FT | 25.0000 | |
| | PRICE AGREEMENT ITEMS | | | | |
| 30101 | 1P ON-THE-JOB-TRAINING | 94003 | HOUR | .8000 | |
| 30201 | 1P PRICE RED FOR NON-SPEC | FENCE MTL | LIN FT | .7500- | |
| 30301 | 1P PRICE RED NON-SPEC AC | | LUMP SUM | 700.7600- | |
| 30401 | 1P BUMPER LOGS | | EACH | 18.0000 | |
| 30501 | 1P ADDITL CULVERT AND | SEWER WORK | LUMP SUM | 698.9100 | |
| 30601 | 1N RE-FORM RETAINING | WALL | LUMP SUM | 185.8100 | |
| 30701 | 1P RECONNECT FENCE | | LUMP SUM | 217.5700 | |
| 30801 | 1N PURCH SIGNS & FENCE | MATLS | LUMP SUM | 208.3300 | |
| 30901 | 1P EXPANSION JOINTS | IN HANDRAIL | LUMP SUM | 1368.9100 | |
| 31001 | 1P TOPSOIL | | LUMP SUM | 2390.0000 | |
| | FORCE ACCOUNT ITEMS | | | | |
| 801 | 1P FURNISH PIPE BEDDING | MATL | | | |
| 802 | 1N FURN INST & ADJ MAIL | BOX POSTS 94004 | | | |
| 803 | 1P REMOVE PIPE & BACKFILL | TRENCH | | | |
| 804 | 1P INSTALL RIGID CONDUIT | | | | |
| 805A | 1N CORRECT RETAINING | WALL ELEV | | | |
| 806 | 1P FURN & INSTALL REDWOOD | SLATS | | | |

| | |
|---|---|
| GROSS RETAINAGE | |
| TREASURER DEPOSIT | 10 |
| * NET RETAINAGE | |

DATE 04 23 80 PG. 03 8764

PREVIOUS VOUCHER NO.

CHECKED BY: DG/DT

ENGINEER OR AUDITOR W COBINE

TOTAL CONTR

% RETAINED ON CONTR

FORC

TOTAL

| CONTRACT NO. | ESTIMATE NO. | PREFIX NO'S. |
|---|---|---|
| 8764 | 13 | |
| FEDERAL AID PROJECT NO. | | |

| ITS | UNIT PRICE | QUANTITY TO DATE | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|---|---|
| | 15.0000 | 210.000 | 3150.00 | 3150.00 | A-2307 B-843 |
| | 25.0000 | 186.500 | 4662.50 | 4662.50 | A-4037.63 B-624.87 |
| | .8000 | 704.500 | 563.60 | 563.60 | A |
| T | .7500- | 204.700 | 153.53- | 153.53- | A |
| SUM | 700.7600- | 100.000 | 700.76- | 700.76- | A |
| | 18.0000 | 15.000 | 270.00 | 270.00 | A |
| SUM | 698.9100 | 100.000 | 698.91 | 698.91 | A |
| SUM | 185.8100 | 100.000 | 185.81 | 185.81 | A |
| SUM | 217.5700 | 100.000 | 217.57 | 217.57 | A |
| SUM | 208.3300 | 100.000 | 208.33 | 208.33 | A |
| SUM | 1368.9100 | 100.000 | 1368.91 | 1368.91 | A |
| SUM | 2390.0000 | 100.000 | 2390.00 | 2390.00 | A |
| | | | 6078.58 | 6078.58 | A |
| | | | 1266.54 | 1266.54 | A |
| | | | 679.36 | 679.36 | A A OK |
| | | | 622.98 | 622.98 | A |
| | | | 5675.92 | 5675.92 | A |
| | | | 559.98 | 559.98 | A |

| TYPECODE | P | N | TOTAL |
|---|---|---|---|
| 6105 Roadway | 628,888.57 | 7336.60 | 636,225.17 |
| 6105 Road | 226,838.06 | — | 226,838.06 |
| X080 | 109,234.78 | | 109,234.78 |
| TOTAL | 964,961.41 | 7336.60 | 972,298.01 |

| | |
|---|---|
| GROSS RETAINAGE | -0- |
| TREASURER DEPOSIT | 10,000.00 |
| * NET RETAINAGE | -0- |

| | AMOUNT TO DATE | PREVIOUS AMOUNT | PRESENT AMOUNT |
|---|---|---|---|
| TOTAL CONTRACT ITEMS | 957414.65 | 952386.65 | 5028.00 |
| % RETAINED ON CONTRACT ITEMS | | | |
| FORCE ACCOUNT | 14883.36 | 14883.36 | |
| TOTAL PAYMENTS | 972,298.01 | 967,270.01 | 5,028.00 |

8764

L.

CON 5
Contract #8764

April 8, 1980

Corroon & Black of Oregon
1600 SW 4th
Portland, OR 97201

Gentlemen:

On April 3, 1980, we wrote to you concerning release of final payment on Contract No. 8764 awarded to R. A. Hatch Co., for work on S. 6th St.-E. Side Bypass (Klamath Falls) Section of FAU 2298 in Klamath County.

Final payment on this contract is $1,321.82 and the total contract amount is $967,270.01 including $14,883.36 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Employer's Ins. of Wausau
2000 Westwood Drive
Wausau, WIS 54401

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

8764 (MEMORANDUM) R/W

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-21-80

**VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

STATE

Oregon

VOUCHER PERIOD

FROM 9-20-77

TO 12-31-79

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-2298(2)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $37,861.96 | $37,861.96 | 85.80% | $32,485.56 | $32,485.56 | $ 0.00 |

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY 2/21/80

PASSED FOR PAYMENT
BY DATE V.E. Sharp
Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

## STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | S. 6th St. East Side ByPass<br>(Klamath Falls)<br>Klamath County | | | | | |
| | Type Code R.O.W. | | | | | |
| | Right-of-Way (Sta. 2+00 To 50+00) | | | | | |
| | Right-of-Way | All Required | | | $19,425.50 | |
| | Total Right-of-Way Costs | | | | $19,425.50 | |
| | Acquisition Expense | | | | | |
| | State | All Required | | | $18,436.46 | |
| | Total Acquisition Costs | | | | $18,436.46 | |
| | TOTAL COSTS | | | | $37,861.96 | |
| | Participating costs are for right-of-way actually incorporated in the final project and all costs have been previously certified by the Right-of-Way Engineer.<br>Final plan revisions have been approved by FHWA.<br>Prepared based on participating cost shown on Federal Billing as of 2/28/80. | | | | | |
| | AMOUNT CARRIED FORWARD . . . | | | | | |

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

**TABULATION SHEET**

SHEET 1 OF 1 SHEETS

S. 6th st. East side ByPass (Klamath Falls)
M2298(2)

Prefix 318-2503
(65% city 49806 to 49826) (35% county 49827 to 49851)

| unidentified costs | | City | | County | | |
|---|---|---|---|---|---|---|
| 106.10 | | 100.00 | | 100.00<br>850.00 | | |
| 2,675.06 | | 750.00 | | 2400.00 | | |
| 3,000.54 | | 470.00 | | 5,575.00 | | |
| 3,287.61 | | 6.00 | | 1,200.00 | | |
| 3,301.55 | | 50.00 | | 525.50 | | |
| 1,459.01 | | 50.00 | | 9.00 | | |
| 1,380.37 | | 7,150.00 | | 180.00 | | |
| 472.97 | | 32.00 | | 225.00 | | |
| 1578.61 | | | | | | |
| 57.96 | | City | | County | | |
| 83.54 | Land Payments<br>Incidental cost | $ 8,470.00<br>138.00 | | $ 10 955.50<br>109.00 | | |
| 5.00 | unidentified cost. | 11,834.98 | (65%) | 6,372.68 | (35%) | |
| 363.85 | | $ 20,442.98 | + | 17,437.18 | = | $ 37,880.16 |
| 37.87 | | | | | | |
| 45.41 | | | | | | |
| 56.76 | | | | | | |
| 10.69 | | | | | | |
| 9.51 | | | | | | |
| 8.69 | | | | | | |
| 15.84 | | | | | | |
| 13.47 | | | | | | |
| 188.14 | | | | | | |
| 39.60 | | | | | | |
| 9.57 | | | | | | |
| 18 207.66 | | 8,608.00 | | 11 064.50 | | |

Land payments city = 8 470.00
county = 10,955.50
19,425.50

Incidential costs: city = 138.00
co = 109.00

unidentified costs: = 18,207.66
$ 37,880.16

Agrees with Fed. Bill 1980

18.20 more than Final voucher

```
                                 317     2516       412        00 P 1           315.41             1,926.77
                                 317     2516       414        00 P 1             6.27                 6.27
                                 317     2516       430        00 P 1           204.00               204.00
                                 317     2516       920        00 P 1            16.48                16.48
                                 317     2516       930        00 P 1            44.21                78.72
                                 317     2516       950        00 P 1           469.82               502.91
                                 317     2516       950        00 N 1                                138.40
                                                    TOT        P1             4,711.57            12,078.43
                                                    TOT        N1                                    138.40
                                                 ** JOB TOTALS **             4,711.57  **        12,216.83  **

               0016490000063081 CONT NO         FA PROJ NOS M    298002 100
                                 318     2503       296        00 N 9—
                                 318     2503       298        00 N 9—
                                 318     2503       401        00 P 1 Net cost of land Purch.
                                 318     2503       403        00 P 1 Est. Value of Bldgs. & Equip.
                                 318     2503       404        00 P 1 Est. Value of trees, shrubs, etc.
                                 318     2503       405        00 P 1 Severance & Cons. damages
                                 318     2503       406        00 P 1 Moving of Bldgs & Fac.
                                 318     2503       407        00 P 1 Appraisal
                                 318     2503       408        00 P 1 Const. of Cattle Passes, Culv., Etc.
                                 318     2503       409        00 P 1 Misc.
                                 318     2503       412        00 P 1 Title costs & Recording Fees            8.69CR
                                 318     2503       412        00 N 1    "              "                    8.69
                                 318     2503       414        00 P 1 Negotiation Exp.
                                 318     2503       415        00 P 1 Reloc. Comp.


                                                                                               JUNE 1981
OTAL TO DATE JOB COST SLMMARY
                                                                                                 FISCAL
ESCRIPTION OF JOB OP DEPARTMENT      PREFIX        FUNCTION    GR  CURRENT MONTH           YEAR TO DATE
                                 318     2503       470        00 P 1 Reloc. Advis. Assist.
                                 318     2503       913        00 P 1 Liason & Reloc
                                 318     2503       920        00 P 1 Proj. Mgmt.
                                 318     2503       930        00 P 1 Engring
                                 318     2503       950        00 P 1 Training Seminar
                                                    TOT        P1                                      8.69CR
                                                    TOT        N1                                      8.69
                                                 ** JOB TOTALS **                       **                  **

 MILL ST-5TH ST SPRINGFIELD    CONT NO          FA PROJ NOS M    140002 100
                                 320     2528       296        00 N 9         1,091.60CR           1,091.60CR
                                 320     2528       298        00 N 9         1,091.60             1,091.60
                                 320     2528       407        00 P 1         1,313.13             1,313.13
                                 320     2528       920        00 P 1            16.48                16.48
                                 320     2528       930        00 P 1           178.30               178.30
                                                    TOT        P1             1,507.91             1,507.91
                                                 ** JOB TOTALS **             1,507.91  **         1,507.91  **
```

```
17    2516     412    00 P 1                       315 41          1,926 77       [illegible].926 77
17    2516     414    00 P 1                         6. 27              6. 27              6 27
17    2516     430    00 P 1                       204. 00            204. 00            204. 00
17    2516     920    00 P 1                        16. 48             16. 48             16. 48
17    2516     930    00 P 1                        44. 21             78. 72             78. 72
17    2516     950    00 P 1                       469. 82            502. 91            502 91
17    2516     950    00 N 1                                          138. 40            138. 40
               TOT       P1                      4,711. 57         12,078. 43         12,078. 43
               TOT       N1                                           138. 40            138. 40
          ** JOB TOTALS **                       4,711. 57  **     12,216. 83  **     12,216. 83  **

                                                                                          STATE
 NO        FA PROJ NOS M   298002 100
318   2503     296    00 N 9—                                                      32,485. 56CR
318   2503     298    00 N 9—                                                      32,485. 56
318   2503     401    00 P 1 Net cost of land Purch.                               14,075. 00—
318   2503     403    00 P 1 Est. Value of Bldgs. & Equip.                          2,215. 00—
318   2503     404    00 P 1 Est. Value of trees, shrubs, etc.                         25. 00—
318   2503     405    00 P 1 Severance & Cons. damages                              1,700 00—
318   2503     406    00 P 1 Moving of Bldgs & Fac.                                   525. 50—
318   2503     407    00 P 1 Appraisal                                              4,090. 76
318   2503     408    00 P 1 Const. of Cattle Passes, Culv., Etc.                     885. 00—
318   2503     409    00 P 1 Misc.                                                    130. 36
318   2503     412    00 P 1 Title Costs & Recording Fees           8. 69CR         1,952. 76
318   2503     412    00 N 1   "              "                     8. 69              18. 20
318   2503     414    00 P 1 Negotiation Exp.                                       9,021. 67
318   2503     415    00 P 1 Reloc. Comp.                                             163. 24




                                                       JUNE 1981          PAGE 1135

                                                         FISCAL          GRAND TOTAL
   PREFIX       FUNCTION   GR  CURRENT MONTH         YEAR TO DATE         TO DATE
318   2503     470    00 P 1 Reloc. Advis. Assist.                                     21. 82
318   2503     913    00 P 1 Liason & Retool                                            3. 56
318   2503     920    00 P 1 Proj. Mgmt.                                              112. 56
318   2503     930    00 P 1 Engring                                                2,633. 11
318   2503     950    00 P 1 Training Seminar                                         306. 60
               TOT       P1                                         8. 69CR        37,861. 96
               TOT       N1                                         8. 69              18. 20
          ** JOB TOTALS **                                **               **      37,880. 16  **

                                                                                          STATE
NT NO      FA PROJ NOS M   140002 100
 320  2528     296    00 N 9                   1,091. 60CR        1,091. 60CR        1,091. 60CR
 320  2528     298    00 N 9                   1,091. 60          1,091. 60          1,091. 60
 320  2528     407    00 P 1                   1,313. 13          1,313. 13          1,313. 13
 320  2528     920    00 P 1                      16. 48             16. 48             16. 48
 320  2528     930    00 P 1                     178. 30            178. 30            178. 30
               TOT       P1                    1,507. 91          1,507. 91          1,507. 91
          ** JOB TOTALS **                     1,507. 91  **      1,507. 91  **      1,507. 91  **
```

8764 2510 Klamath

## STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: So. 6th. St.-E. Side Bypass
HIGHWAY: FAU 2298 (Shasta Way)
COUNTY: KLAMATH

CONTRACT NO.: 8764
PREFIX NO.: 318-1042
F. A. NO.: M-2298(3)

| ITEM NO. | ITEM | UNIT | ORIGINAL | SEMI-FINAL | % (+ or - ) |
|---|---|---|---|---|---|
| | **SUMMARY** | | | | |
| | Bid Items | | $890,120.00 | $948,362.70 | +7% |
| | Anticipated Items | | $ 8,200.00 | $ 7,635.60 | -7% |
| | Contingencies | | $ 40,424.40 | $ 16,566.35 | -59% |
| | Engineering | | $ 80,848.80 | $ 89,045.00 | +10% |
| | Penalty Non-Spec A.C. | | | $ - 700.76 | |
| | Penalty Non-Spec Fence | | | $ - 153.53 | |
| | TOTAL | | $1,019,593.20 | $1,060,755.36 | +4% |

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

### INDIVIDUAL OVERRUNS AND UNDERRUNS

10 Trench Excavation Cu. Yd. 1,220 1,510.04 +24%

Item was overrun primarily due to the overruning of B.I. #23 (12-inch Sewer Pipe), and B.I. No. 26 (12-inch Culvert Pipe), sewer pipe was installed, and then removed at the request of the Bureau of Reclamation at the "A" Canal; 90-feet of 12-inch CMP was installed that was not on the plans.

12 Watering M-GAL 60 495.90 +727%

Additional water was used in the processing of the subgrade material, and maintaining said subgrade for the control of dust for the traveling public, and adjacent property owners.

13 Structural Excavation Cu. Yd. 1,010 1,449.60 +44%

More excavation was required to get the walls to plan grade and on stable foundation, sub-excavation was required in serval areas.

17 Class "B" A.C. Mix Ton 4,850.00 7,040.53 +45%

The lime subgrade was processed and set to grade, then the Type A curbs were constructed, apparently the curbs were slightly higher than they should have been, requiring extra depth of A.C. to obtain the proper cross slope. The plans called for 3½-inches, and I expect that more like 4½-inches was the average depth, and probably reconnecting the street connections and paving driveways also accounted for some of the overrun.

18 Asphalt Cement in Mix Ton 315 460.83 +46%

Directly related to bid item 17, which also overran.

19 Concrete in Walls Cu. Yd. 700 522.87 -25%

The plans indicated only 572 cu. yds. of concrete compared to the 700 shown in the bid schedule. Computations on neat lines indicated 523 cu. yds.

STATEMENT OF OVERRUNS AND UNDERRUNS

| ITEM NO. | ITEM | UNIT | ORIGINAL | SEMI-FINAL | % (+ or - ) |
|---|---|---|---|---|---|
| 26 | 12-Inch Culvert Pipe | Lin. Ft. | 36 | 112 | +211% |

90-feet of CMP was installed at St. 51+70 to 52+37 Rt. that was not on the plans, but needed for proper drainage.

| | | | | | |
|---|---|---|---|---|---|
| 29 | Extra for Pipe Under Pavement | Lin. Ft. | 80 | 299.50 | +274% |

The contractor was required to maintain better pipe crossings due to his work schedule.

| | | | | | |
|---|---|---|---|---|---|
| 36 | Guard Rail, Type 2A | Lin. Ft. | 75 | 287.50 | +283% |

The existing run of guardrail at Crest St. was an old wooden plank which we were to tie into. After discussions with Dave Carter of the FHWA it was decided to upgrade the entire run.

| | | | | | |
|---|---|---|---|---|---|
| 41 | Concrete Driveways | Sq. Yd. | 840 | 1,345.20 | +60% |

Plan quantity must have been in error as all driveways were constructed as per plan or the right of way agreements.

| | | | | | |
|---|---|---|---|---|---|
| 43 | Concrete Bumper Logs | Each | 15 | 0 | -100% |

Item deleted, see P.A. No. 4

| | | | | | |
|---|---|---|---|---|---|
| 44 | Extra for Asphalt Approaches | Each | 20 | 45 | +125% |

Payment was made on all approaches where the contractor was required to reconnect or place asphalt concrete.

/ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
FEB 7 1980
ROAD DESIGN
SECTION
Do Not File ☐
Return To
Bring Up /
Action

8764

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA** | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION | Form Approved; O M B No. 04-R2089 |
| MONTHLY TRANSACTION NUMBER | | State Oregon |
| PROJECT REPORT NUMBER | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** | County Klamath |
| MODIFICATION NUMBER 1 | 11-5-79 | Project Number X M 2298(3) |

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 19, 1978,

is hereby modified as follows:

| | Former amount | Revised amount |
|---|---|---|
| Estimated total cost of project | $ 1,012,781.00 | $ 1,085,727.00 |
| Federal funds | $ 868,661.00 | $ 931,220.00 |
| Other revisions | | |

To include increase in bid item quantities

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of November, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 484

Gen. File

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. M-2298(3)

S. 6th Street - E. Side Bypass (Klamath Falls) Section
FAU 2298 (Shasta Way City Street)
Klamath County

## Revised Project Agreement Estimate

Type Code 6105
Roadway (Sta. 2+20 to Sta. 52+64)
Subtotal of previous estimate of July 13, 1978 $588,034.00

### Previous Estimate

| | | | |
|---|---|---|---|
| Trench Excavation | 880 Cu.Yd. | 15.00 | $13,200.00 |
| Watering | 40 M-GAl. | 30.00 | 1,200.00 |
| Structure Excavation | 1010 Cu.Yd. | 10.00 | 10,100.00 |
| Aggregate Base | 120 Cu.Yd. | 10.00 | 1,200.00 |
| Class "B" Asphaltic concrete Mixture | 2,950 Ton | 16.00 | 47,200.00 |
| Asphalt Cement in Mixture | 190 Ton | 100.00 | 19,000.00 |
| | | Total | $91,900.00 |

### Revised Estimate

| | | | |
|---|---|---|---|
| Trench Excavation | 1087 Cu.Yd. | 15.00 | $ 16,305.00 |
| Watering | 330 M-Gal | 30.00 | 9,900.00 |
| Structure Excavation | 1509 Cu.Yd. | 10.00 | 15,090.00 |
| Aggregate Base | 220 Cu.Yd. | 10.00 | 2,200.00 |
| Class "B" Asphalt Concrete Mixture | 4257 Ton | 16.00 | 68,112.00 |
| Asphalt Cement in Mixture | 271 Ton | 100.00 | 27,100.00 |
| | | Total | $138,707.00 |
| | | Increase | $ 46,807.00 |
| | | Subtotal | 634,841.00 |
| | | Engineering | 80,529.00 |
| | | Total | $715,370.00 |

Type Code 6105
Road 4 - Lane (Sta. 15+10 to Sta. 33+80)
Subtotal of previous estimate of July 13, 1978 $195,072.00

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. M-2298(3)

**Previous Estimate**

| | | | |
|---|---|---|---|
| Trench Excavation | 340 Cu.Yd. | 15.00 | $5,100.00 |
| Watering | 20 M-Gal | 30.00 | 600.00 |
| Aggregate Base | 80 Cu.Yd. | 10.00 | 800.00 |
| Class "B" Asphaltic Concrete Mixture | 1900 Ton | 16.00 | 30,400.00 |
| Asphalt Cement in Mix | 125 Ton | 100.00 | 12,500.00 |
| | | Total | $49,400.00 |

**Revised Estimate**

| | | | |
|---|---|---|---|
| Trench Excavation | 420 Cu.Yd. | 15.00 | $ 6,300.00 |
| Watering | 165 M-Gal | 30.00 | 4,950.00 |
| Aggregate Base | 147 Ton | 10.00 | 1,470.00 |
| Class "B" Asphalt Concrete Mixture | 2742 Ton | 16.00 | 43,872.00 |
| Asphalt Cement in Mix | 178 Ton | 100.00 | $17,800.00 |
| | | Total | $74,392.00 |
| | | Increase | $ 24,992.00 |
| | | Subtotal | 220,064.00 |
| | | Engineering | $ 26,336.00 |
| | | Total | $246,400.00 |

Type Code X080
Structure, Br. #16259 (Sta. 47+26 to Sta. 48+12)
Total the same as previous estimate of July 13, 1978 $123,957.00

| | |
|---|---|
| Length of Roadway (2 lane) | 0.585 mile |
| Length of Roadway (4 lane) | 0.354 mile |
| Length of Structure | 0.016 mile |
| Total Length | 0.955 mile |

| | |
|---|---|
| Cost of Roadway per mile (2 lane). | $1,222,854.78 |
| Cost of Roadway per mile (4 lane). | 696,045.19 |

Oregon State Highway Division
Salem, Oregon, October 26, 1979

Federal Aid Project
No. M-2298(3)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Roadway (2 lane) | $715,370.00 | $613,572.00 | $50,899.00 | $50,899.00 |
| Roadway (4 lane) | 246,400.00 | 211,331.00 | 17,535.00 | 17,534.00 |
| Structure | 123,957.00 | 106,317.00 | 8,820.00 | 8,820.00 |
| Total | $1,085,727.00 | $931,220.00 | $77,254.00 | $77,253.00 |

Group 1-100%
Contract 8764
Prefix No. 318-1042

8764

STATE COPY

9

| | | |
|---|---|---|
| **TO BE COMPLETED BY FHWA**<br>MONTHLY TRANSACTION NO.<br>7-104 | U.S. DEPARTMENT OF TRANSPORTATION<br>FEDERAL HIGHWAY ADMINISTRATION<br>**FEDERAL-AID PROJECT AGREEMENT**<br>7-19-78 | Oregon<br>County<br>Klamath<br>Project No.<br>M-2298(3) |

**The State, through its Highway Agency,** having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. 6th St. - E. Side Bypass (K.F.)

| PROJECT CLASSIFICATION OR PHASE OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING AND RESEARCH (HP & R) | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-31-78 | 0.955 |

OTHER *(Specify)*

FUNDS Pro Rata 85.77%

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,012,781.00 | $ 868,661.00 |

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
*(Official name of Highway Agency)*
By E S Hunter
Technical Services Engineer
*(Title)*
For: H. S. Coulter
State Highway Engineer
*(Title)*
By ____________________
____________________
*(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By ____________________
*(Division Administrator)*
For: G. L. Green
Date executed by Division Administrator JUL 19 1978

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

# AGREEMENT PROVISIONS

**1. RESPONSIBILITY FOR WORK**

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

**2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT.** The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

**3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY.** In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES.** In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

**5. INTERSTATE SYSTEM PROJECT.** (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

**6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT.** (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

**7. STAGE CONSTRUCTION.** The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

**8. BOND ISSUE PROJECT.** Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

**9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT.** The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

**10. PARKING REGULATION AND TRAFFIC CONTROL.** The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, July 13, 1978

Federal Aid Project
No. M-2298(3)

S. 6th Street-E. Side Bypass (Klamath Falls) Section
FAU 2298 (Shasta Way City Street)
Klamath County

Project agreement estimate.

Type Code 6105
Roadway (Sta. 2+20 to Sta. 52+64)

| | | | | |
|---|---|---|---|---|
| Mobilization | All Required (65%) | | | $ 52,000.00 |
| Temporary Protection and Direction of Traffic | All Required (65%) | | | 13,000.00 |
| Temporary Signs | 312 | Sq.Ft. | $ 6.00 | 1,872.00 |
| Temporary Barricades | 20 | Each | 60.00 | 1,200.00 |
| Temporary Continuous Rail Traffic, Barrier, Reflectorized | 163 | Lin.Ft. | 6.00 | 978.00 |
| Flagmen | 640 | Hour | 18.00 | 11,520.00 |
| Clearing and Grubbing | All Required (65%) | | | 6,500.00 |
| Removal of Structures and Obstructions | All Required (65%) | | | 13,000.00 |
| General Excavation | 3,260 | Cu.Yd. | 8.00 | 26,080.00 |
| Trench Excavation | 880 | Cu.Yd. | 15.00 | 13,200.00 |
| Finishing Roadbed and Slopes | All Required (65%) | | | 9,750.00 |
| Watering | 40 | M-Gal. | 30.00 | 1,200.00 |
| Structure Excavation | 1,010 | Cu.Yd. | 15.00 | 10,100.00 |
| Aggregate Base | 120 | Cu.Yd. | 10.00 | 1,200.00 |
| Lime Treated Subgrade | 17,100 | Sq.Yd. | 0.50 | 8,550.00 |
| Lime for Treated Subgrade | 380 | Ton | 70.00 | 26,600.00 |
| Class "B" Asphalt Concrete Mixture | 2,950 | Ton | 16.00 | 47,200.00 |
| Asphalt Cement in Mixture | 190 | Ton | 100.00 | 19,000.00 |
| Concrete in Walls | 700 | Cu.Yd. | 160.00 | 112,000.00 |
| Reinforcement in Walls | 50,770 | Lb. | 0.50 | 25,385.00 |
| Pipe Handrail | 670 | Lin.Ft. | 18.00 | 12,060.00 |
| 10-inch Sewer Pipe | 70 | Lin.Ft. | 8.00 | 560.00 |
| 12-inch Sewer Pipe | 1,560 | Lin.Ft. | 10.00 | 15,600.00 |
| 15-inch Sewer Pipe | 250 | Lin.Ft. | 16.00 | 4,000.00 |
| 12-inch Culvert Pipe | 36 | Lin.Ft. | 20.00 | 720.00 |
| 12-inch Irrigation Pipe | 174 | Lin.Ft. | 15.00 | 2,610.00 |
| 48-inch Irrigation Pipe | 66 | Lin.Ft. | 80.00 | 5,280.00 |
| Extra for Pipe Under Pavement | 35 | Lin.Ft. | 20.00 | 700.00 |
| Concrete Manholes | 4 | Each | 1,500.00 | 6,000.00 |
| Concrete Inlets, Type B | 1 | Each | 300.00 | 300.00 |
| Concrete Inlets, Type CG-1 | 24 | Each | 300.00 | 7,200.00 |
| Concrete Inlets, Type D | 3 | Each | 300.00 | 900.00 |
| Concrete Inlets, Type G-1 | 1 | Each | 300.00 | 300.00 |
| Special Concrete Inlet | 4 | Each | 300.00 | [illegible]0.00 |
| Guard Rail, Type 1A | 75 | Lin.Ft. | 20.00 | 1,500.00 |
| Guard Rail Anchors, Type 2 | 2 | Each | 400.00 | 800.00 |

Oregon State Highway Division
Salem, Oregon, July 13, 1978

Federal Aid Project
No. M-2298(3)

| | | | |
|---|---|---|---|
| Rail End Pieces, Type 2 | 2 Each | 200.00 | 400.00 |
| CL-4R Chain Link Fence | 274 Lin.Ft. | 15.00 | 4,110.00 |
| Concrete Walks | 3,170 Sq.Yd. | 8.00 | 25,360.00 |
| Concrete Driveways | 495 Sq.Yd. | 8.00 | 3,960.00 |
| Concrete Curbs and Islands | 480 Cu.Yd. | 150.00 | 72,000.00 |
| Concrete Bumper Logs | 15 Each | 50.00 | 750.00 |
| Extra for Asphalt Approaches | 14 Each | 150.00 | 2,100.00 |
| Extra for Asphalt Walks | 126 Sq.Yd. | 6.00 | 756.00 |
| Loose Riprap, Class 50 | 125 Cu.Yd. | 20.00 | 2,500.00 |
| Adjusting Manholes | 15 Each | 150.00 | 2,250.00 |
| Removal of Existing Sign Installations | All Required (64%) | | 640.00 |
| Wood Sign Posts | All Required (75%) | | 3,000.00 |
| Type "C" and "D" Signs in Place | 137 Sq.Ft. | 9.00 | 1,233.00 |
| Type "EE" Signs in Place | 75 Sq.Ft. | 8.00 | 600.00 |
| Type "H" Signs in Place | 6 Sq.Ft. | 10.00 | 60.00 |
| Type "T" Signs in Place | 156 Sq.Ft. | 15.00 | 2,340.00 |
| Type "U" and "V" Signs in Place | 168 Sq.Ft. | 25.00 | 4,200.00 |
| | | | $586,324.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required (65%) | $ 585.00 |
| Temporary Erosion Control (E.W.) | All Required (65%) | 325.00 |
| On The Job Trainees (1 at $800)(E.W.) | All Required | 800.00 |
| | | $ 1,710.00 |
| | Subtotal | $588,034.00 |
| | Engineering | 79,384.00 |
| | Total | $667,418.00 |

Type Code 6105
Road 4-Lane (Sta. 15+10 to Sta. 33+80)

| | | | |
|---|---|---|---|
| Mobilization | All Required (35%) | | $ 28,000.00 |
| Temporary Protection and Direction of Traffic | All Required (35%) | | 7,000.00 |
| Temporary Signs | 93 Sq.Ft. | $ 6.00 | 558.00 |
| Temporary Barricades | 20 Each | 60.00 | 1,200.00 |
| Flagmen | 360 Hour | 18.00 | 6,480.00 |
| Clearing and Grubbing | All Required (35%) | | 3,500.00 |
| Removal of Structures and Obstructions | All Required (35%) | | 7,000.00 |
| General Excavation | 2,460 Cu.Yd. | 8.00 | 19,680.00 |
| Trench Excavation | 340 Cu.Yd. | 15.00 | 5,100.00 |
| Finishing Roadbed and Slopes | All Required (35%) | | 5,250.00 |
| Watering | 20 M-Gal. | 30.00 | 600.00 |
| Aggregate Base | 80 Cu.Yd. | 10.00 | 800.00 |

Oregon State Highway Division
Salem, Oregon, July 13, 1978

Federal Aid Project
No. M-2298(3)

| | | | |
|---|---|---|---|
| Lime Treated Subgrade | 11,300 Sq.Yd. | 0.50 | 5,650.00 |
| Lime for Treated Subgrade | 255 Ton | 70.00 | 17,850.00 |
| Class "B" Asphalt Concrete Mixture | 1,900 Ton | 16.00 | 30,400.00 |
| Asphalt Cement in Mixture | 125 Ton | 100.00 | 12,500.00 |
| 10-inch Sewer Pipe | 390 Lin.Ft. | 8.00 | 3,120.00 |
| 12-inch Sewer Pipe | 110 Lin.Ft. | 10.00 | 1,100.00 |
| 15-inch Sewer Pipe | 270 Lin.Ft. | 16.00 | 4,320.00 |
| 24-inch Sewer Pipe | 80 Lin.Ft. | 20.00 | 1,600.00 |
| Extra for Pipe Under Pavement | 45 Lin.Ft. | 20.00 | 900.00 |
| Concrete Inlets, Type CG-1 | 7 Each | 300.00 | 2,100.00 |
| Concrete Inlets, Type D | 2 Each | 300.00 | 600.00 |
| Special Concrete Inlet | 6 Each | 300.00 | 1,800.00 |
| Concrete Walks | 770 Sq.Yd. | 8.00 | 6,160.00 |
| Concrete Driveways | 345 Sq.Yd. | 8.00 | 2,760.00 |
| Concrete Curbs and Islands | 80 Cu.Yd. | 150.00 | 12,000.00 |
| Extra for Asphalt Approaches | 6 Each | 150.00 | 900.00 |
| Adjusting Manholes | 15 Each | 150.00 | 2,250.00 |
| Removal of Existing Sign Installations | All Required (36%) | | 360.00 |
| Wood Sign Posts | All Required (25%) | | 1,000.00 |
| Type "C" and "D" Signs in Place | 43 Sq.Ft. | 9.00 | 387.00 |
| Type "EE" Signs in Place | 19 Sq.Ft. | 8.00 | 152.00 |
| Type "T" Signs in Place | 57 Sq.Ft. | 15.00 | 855.00 |
| Type "U" and "V" Signs in Place | 26 Sq.Ft. | 25.00 | 650.00 |
| | | | $194,582.00 |

Anticipated Items

| | | |
|---|---|---|
| Permanent Pavement Striping (S.F.) | All Required (35%) | $ 315.00 |
| Temporary Erosion Control (E.W.) | All Required (35%) | 175.00 |
| | | $ 490.00 |

| | |
|---|---|
| Subtotal | $195,072.00 |
| Engineering | 26,334.00 |
| Total | $221,406.00 |

Type Code X080
Structure, Br. #16259 (Sta. 47+26 to Sta. 48+12)

| | | | |
|---|---|---|---|
| Bridge Removal Work | All Required | | $ 5,000.00 |
| Structure Excavation | 50 Cu.Yd. | $ 21.00 | 1,050.00 |
| Furnish Pile Driving Equipment | All Required | | 7,500.00 |
| Furnish Prestressed Concrete Piling | 600 Lin.Ft. | 12.00 | 7,200.00 |
| Drive Prestressed Concrete Piles | 390 Lin.Ft. | 1.00 | 390.00 |
| Structural Concrete, Class 3300 | All Required | | 20,000.00 |
| 4'x25'/30' Prestressed Slabs | 39 Each | 1,100.00 | 42,900.00 |
| Reinforcement | All Required | | 4,500.00 |
| Reinforced Concrete Bridge End Panels | 175 Sq.Yd. | 40.00 | 7,000.00 |
| Three Tube Metal Railing | 174 Lin.Ft. | 51.00 | 8,874.00 |
| Asphalt Membrane | 400 Sq.Yd. | 12.00 | 4,800.00 |

Oregon State Highway Division
Salem, Oregon, July 13, 1978

Federal Aid Project
No. M-2298(3)

| | |
|---|---|
| Subtotal | $109,214.00 |
| Engineering | 14,743.00 |
| Total | $123,957.00 |

| | |
|---|---|
| Length of Roadway (2 Lane) | 0.585 Mile |
| Length of Roadway (4 Lane) | 0.354 Mile |
| Length of Structure | 0.016 Mile |
| Total Length | 0.955 Mile |

| | |
|---|---|
| Cost of Roadway Per Mile (2 Lane) | $1,140,885.47 |
| Cost of Roadway Per Mile (4 Lane) | $ 625,440.68 |

Work Retained in Program Status
(Not included in amounts below)

| | | |
|---|---|---|
| Seeding and Mulching | All Required | $ 500.00 |

SUMMARY OF FUNDS (85.77%)

| Description | Total Cost | Federal Funds | State Funds | City Funds |
|---|---|---|---|---|
| Roadway (2 Lane) | $ 667,418.00 | $572,440.00 | $ 47,487.00 | $ 47,487.00 |
| Roadway (4 Lane) | 221,406.00 | 189,900.00 | 15,753.00 | 15,753.00 |
| Structure | 123,957.00 | 106,317.00 | 8,820.00 | 8,820.00 |
| Total | $1,012,781.00 | $868,661.00 | $ 72,060.00 | $ 72,060.00 |

| | |
|---|---|
| Group 1 | 100% |
| Contract No. | 8764 |
| Prefix No. | 318-1042 |

Oregon State Highway Division
Salem, Oregon, July 13, 1978

Federal Aid Project
No. M-2298(3)

S. 6th St.-E. Bypass (Klamath Falls)
Nonparticipating - State Work

| | | |
|---|---|---|
| Relocate Mailbox Posts | All Required | $ 500.00 |

8764

FORM 734-2001

OREGON STATE HIGHWAY DIVISION

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. 6th. St.-E. Side Bypass

WEEK ENDING: November 9, 1979

SECTION PREFIX: 318-1042

HIGHWAY: FAU 2298(Shasta Wqy)

COUNTY: Klamath

NAME OF JOB: So. 6th. St.-E. Side Bypass

KIND OF WORK: Grading, Paving, Signing, & Structure

CONTRACTOR: R. A. Hatch, Co.

CONTRACT NUMBER: 8764

FEDERAL AID PROJECT NUMBER: M-2298(3)

DATE OF CONTRACT: July 13, 1978

DATE WORK STARTED: October 23, 1978

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION: 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 300

CALENDAR DAYS USED: 296

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $1,019,593.20

EXCLUSIVE OF ENGINEERING: $996,181.61

ENGINEERING AUTHORIZATION: $80,848.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $996,181.61

ENGINEERING COST TO DATE: $84,930.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 105 %

DATE PROJECT WAS COMPLETED: August 8, 1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

| CLEARING | DRAINAGE | GRADING | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 0.94 | 0.94 | | | |
| MILES PARTIALLY COMPLETED | 0.94 | 0.94 | | | 0.94 |
| MILES COMPLETED | 0.94 | 0.94 | | | 0.94 |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 5,720 | 28,400 | | | 0.94 |
| TOTAL QUANTITIES CORRECTED TO DATE | 6,000 | 28,400 | | | 4,850 |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 6,000 | 28,400 | | | 7,040 |
| AVERAGE DAILY QUANTITIES | | | | | 7,040 |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK: 1-Compressor; 1-Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BRIDGE NO. | 16259 | | | | | | | |
| PERCENT | 100 | | | | | | | |

| | WEATHER | WORK DAYS CHARGED | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|---|
| SUNDAY | | | | |
| MONDAY | | | | |
| TUESDAY | | | | |
| WEDNESDAY | | | | |
| THURSDAY | | | | |
| FRIDAY | | | | |
| SATURDAY | | | | |

K

RECEIVED
NOV 13 1979
CONSTRUCTION BRANCH

Keesey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| 4<br>SUNDAY | No Job Activity |
| 5<br>MONDAY | Contractor repairing manhole rings, & covers. |
| 6<br>TUESDAY | Contractor repairing manhole rings, & covers, and inlets between Avalon & Arthur Streets. |
| 7<br>WEDNESDAY | Contractor repairing manhole rings, & covers. |
| 8<br>THURSDAY | Contractor removed debri from manholes, & repaired curb spalling at Mitchell St. This completes all repair work. |
| 9<br>FRIDAY | No Job Activity |
| 3<br>SATURDAY | No Job Activity |

## REMARKS

THIS WEEK: Contractor repaired manholes, Inlets, & Curbs. Corrective work has been completed.

Semi-Final will be submitted approx. November 30, 1979.

SIGNED Wayne F. Cobine Res. Engr. LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

#8764

2

VICTOR ATIYEH
GOVERNOR

*Department of Transportation*
STATE HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

RECEIVED
STATE HWY ENGR
NOV 28 '79
REFER TO
FOR

| Info | [illegible] | R/O | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | ✓ |

**DATE:** October 16, 1979

**TO:** G. L. Green, Division Administrator
Federal Highway Administration

**FROM:** C. T. Keasey
Ass't. State Highway Engineer

**SUBJECT:** Request Contract Acceptance
Federal-aid Project No. M-2298(3)

Contract 8764, Work Completed August 8, 1979

Project S. 6th St.-E.Side Bypass (Klamath Falls)

Highway FAU 2298

County Klamath

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 15, 1979

G. K. Hossner
for G. L. Green
Division Administrator

RDC:mk

cc: H. S. Coulter
✓C. T. Keasey
Dale Allen
R. D. Church

RECEIVED
NOV 27 1979
CONSTRUCTION BRANCH

Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn

Richards
Berg
Inloes
Widmer
Gebauer
Church

U.S. GOVERNMENT PRINTING OFFICE: 1978

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## INTERMEDIATE AND FINAL INSPECTION REPORT

*(Check appropriate box)* ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

| | | | |
|---|---|---|---|
| REGION NO.<br>10 | REPORT NO.<br>3 | COUNTY<br>Klamath | DIVISION<br>Oregon |
| IN COMPANY WITH<br>W. Cobine, Resident Engineer, D. Allen, Region Engineer, Region 4, OSHD. | | | |
| DATE OF INSPECTION<br>9-18-79 | INSPECTION MADE BY<br>David B. Carter, Area Engineer | | PROJECT NO.<br>M2298(3) |
| QUALITY OF WORK*<br>Satisfactory | PROGRESS OF WORK<br>Satisfactory | TIME ELAPSED<br>289/300 = 96 % | WORK COMPLETED<br>100 % |

### S. 6th STREET-E. SIDE BYPASS SECTION
### SHASTA WAY (FAU 2298)
### Grading, Paving, Structures, Signing

This project provided for the upgrading of this 0.94 mile section of Shasta Way with improved travel lanes and a continuous left-turn lane. A short section of Shasta Way was also widened to 4 lanes.

The project is complete except for some minor manhole adjustment work. It is recommended the project be accepted upon completion of this work.

The project will overrun the project authorization by approximately 6 percent.

The contractor has written several letters asking for extra payment for certain work done. The total money involved in all the requests is approximately $5,000. Each request will be reviewed.

Extra Work Order No. 5 for $3,340 covers the work required to correct an engineering error in the elevation set for the top of a retaining wall. The error was corrected by removing sufficient concrete to allow for reinforcement splicing, adding reinforcement and placing concrete to the proper elevation. The work necessary to correct this error is considered to be non-participating.

10-11

RECEIVED
STATE HWY ENGR
OCT 11 '79
REFER TO Heasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8764

50
N

ROAD DESIGN SECTION 378-6558

Wayne Cobine
Resident Engineer

June 26, 1979

Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
S. 6th St.-Eastside Bypass (Klamath Falls)
FAU 2298
Klamath County
Contract No. 8764

Enclosed find three sets of approved shop drawings for the Type II signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs, and one set sent to Traffic Safety Supply Company for fabrication of the signs.

With Traffic Safety Supply Company's submittal of the shop drawings was a request to silk screen the fifteen "Shasta Way" signs using transparent green paste on silver reflective sheeting. We recommend that this request be granted.

DOC:WGB:mw
Enc.
cc: C. T. Keasey
Dale Allen
W. G. Beard

#8764

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

4-17-79

## LETTER OF APPROVAL A[illegible]/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-2298(3)

STATE [illegible]JECT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

**FROM:**
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80285

**TO:**

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-25 orig to

RECEIVED
STATE HWY ENGR
APR 25 '79
REFER TO
Moehring
FOR

| Info | Inves | R/D | D/R | Sign | Act | File |
|---|---|---|---|---|---|---|
| | | | | | | |

| DATE PS & E APPROVED | DATE AUTHORIZATION EFFECTIVE | FEDERAL ROUTE NUMBER |
|---|---|---|
| 5-31-78 | 3-28-79 | FAU-2298 |
| | | STATE ROUTE NUMBER |
| | | City Street |

GENERAL LOCATION:

S. 6th Street-East Side Bypass (Klamath Falls)

GENERAL DESCRIPTION OF WORK:

Temporary Adjustment of Existing Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION · ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION · PROCEED ON ~~[illegible]~~ ~~[illegible]~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of March 28, 1979, as requested in Mr. Keasey's letter of April 10, 1979 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $2,500 - Federal Funds $2,130.

| DATE | SIGNATURE OF APPROVING OFFICIAL | TITLE |
|---|---|---|
| 4-17-79 | | for Division Administrator |

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8764 PE

3-7-79

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

## VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

*(For use of Paying Office)*

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)
X

VOUCHER PERIOD
FROM 2-21-75
TO 6-8-78

FEDERAL AID PROJECT NO.
M-2298(1)

*(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

| TOTAL ACTUAL COST | TOTAL PARTICIPATING COST | PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S. | TOTAL AMOUNT CLAIMED FROM U.S. | LESS PREVIOUS PAYMENTS | NET AMOUNT CLAIMED |
|---|---|---|---|---|---|
| $61,802.85 | $61,636.83 | 85.8% | $52,884.40 | $52,884.40 | $ 0.00 |

| RECEIVED DIVISION OFFICE | DIVISION OFFICE REVIEW MADE | PASSED FOR PAYMENT |
|---|---|---|
| BY DATE | BY DATE | BY DATE |

REMARKS Oregon

3/7/79

V.E. Skoog
Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

| ITEM NO. | ITEM | QUANTITY | UNIT | UNIT PRICE | AMOUNT | NOTATIONS (Payee must not use this column) |
|---|---|---|---|---|---|---|
| | S. 6th St-E. Side ByPass (Klamath Falls) Section<br>Klamath County | | | | | |
| | Preliminary Engineering<br>Type Code P.E. | | | | | |
| | State Participating | All Required | | | $61,636.83 | |
| | Non Participating | All Required | | | 166.02 | |
| | TOTAL COST | | | | $61,802.85 | |
| | Prepared based on Participating Costs as shown on the Federal Billing as of 3/15/79 | | | | | |
| | AMOUNT CARRIED FORWARD ..... | | | | | |

```
                                                 TOT        P1
                                            ** JOB TOTALS **                  **          61 77   **

 S 6TH ST-E SIDE BYPASS       CONT NO       * FA PROJ NOS H    298001 100
                                 318     1910       295       00 N 9
                                 318     1910       296       00 N 9                   5,694.40CR
                                 318     1910       298       00 N 9                   5,694.40
                                 318     1910       901       00 P 1 Res. Engr.          160.83
                                 318     1910       901       00 N 1  "    "               6.09
                                 318     1910       905       00 P 1 Fin. Des


 TOTAL TO DATE JOB COST SUMMARY                                                JUNE 1979        PA

                                                                                 FISCAL          GR
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE
                                 318     1910       906       00 P 1 Br. Des.
                                 318     1910       907       00 P 1 Pre. Des
                                 318     1910       909       00 P 1 R/W Des.
                                 318     1910       910       00 P 1 S & G.
                                 318     1910       911       00 P 1 Signing
                                 318     1910       912       00 P 1 Landscape
                                 318     1910       913       00 P 1 R/W Liaison
                                 318     1910       914       00 P 1 Ut.   "
                                 318     1910       918       00 P 1 Rec & Hyd.
                                 318     1910       920       00 P 1 Proj. Mgmt.              39 00
                                 318     1910       921       00 P 1 Specs.                  154 35
                                 318     1910       923       00 P 1 Env. Sec.
                                 318     1910       923       00 N 1  "    "
                                 318     1910       926       00 P 1 Found Invest.
                                 318     1910       950       00 P 1 Training Seminar
                                 318     1910       980       00 P 1 Public Hearing
                                                    TOT       P1                         354 18
                                                    TOT       N1                           6 09
                                            ** JOB TOTALS **                  **         360 27   **

    CITY OF K FALLS           CONT NO       * FA PROJ NOS SPS 00S083 100
                                 318     1923       295       00 N 9
                                 318     1923       296       00 N 9
                                 318     1923       298       00 N 9
                                 318     1923       905       00 P 1
                                 318     1923       915       00 P 1
                                                    TOT       P1
                                            ** JOB TOTALS **                  **                  **

    CITY OF KLAMATH FALLS     CONT NO       * FA PROJ NOS HHS 00S023 100
                                 318     1924       295       00 N 9
                                 318     1924       296       00 N 9                      43 31CR
                                 318     1924       298       00 N 9                      43 31
                                 318     1924       905       00 P 1
```

```
              TOT       P1
           ** JOB TOTALS **                      **        61 [illegible]  **           61 [illegible]  **

 NO          * FA PROJ NOS M    298001 100                                     00        STATE
318    1910      295       00 N 9—                                           1.570.00—
318    1910      296       00 N 9—                     5.694.40CP           54.454.40CR—
318    1910      298       00 N 9—                     5.694.40             52.884.40—
318    1910      901       00 P 1 Res. Engr.             160.83             21.152.75
318    1910      901       00 N 1  "    "                  6.09                146.66
318    1910      905       00 P 1 Fin. Des                                  10.591.59


                                                        JUNE 1979        PAGE  720

                                                          FISCAL          GRAND TOTAL
     PREFIX          FUNCTION    GR  CURRENT MONTH     YEAR TO DATE        TO DATE
318    1910      906       00 P 1 Br. Des.                                   4.674.65
318    1910      907       00 P 1 Pre. Des                                      16.11
318    1910      909       00 P 1 R/w Des                                    2.809.60
318    1910      910       00 P 1 S & G.                                     1.730.71
318    1910      911       00 P 1 Signing                                    2.128.58
318    1910      912       00 P 1 Landscape                                     23.67
318    1910      913       00 P 1 R/w Liaison                                  270.33
318    1910      914       00 P 1 Ut.   "                                      792.06
318    1910      918       00 P 1 Rec & Hyd.                                 8.304.97
318    1910      920       00 P 1 Proj. Mgmt.               39.00              178.75
318    1910      921       00 P 1 Specs.                   154.35            1.606.27
318    1910      923       00 P 1 Env. Sec.                                  2.442.58
318    1910      923       00 N 1   "   "                                       25.45
318    1910      926       00 P 1 Found Invest.                              1.823.90
318    1910      950       00 P 1 Training Seminar                             416.02
318    1910      980       00 P 1 Public Hearing                             2.674.29
                 TOT       P1                              354.18           61.636.83
                 TOT       N1                                6.09              172.11
           ** JOB TOTALS **                      **        360.27   **      61.808.94   **

IT NO        * FA PROJ NOS SPS 00S083 100                                     00        STATE
318    1923      295       00 N 9                                               29.59
318    1923      296       00 N 9                                              295.95CP
318    1923      298       00 N 9                                              266.36
318    1923      905       00 P 1                                               94.79
318    1923      915       00 P 1                                              201.16
                 TOT       P1                                                  295.95
           ** JOB TOTALS **                      **                 **         295.95   **

IT NO        * FA PROJ NOS HHS 00S023 100                                     00        STATE
318    1924      295       00 N 9                                               24.15
318    1924      296       00 N 9                          43.31CP             241.51CP
318    1924      298       00 N 9                          43.31               217.36
318    1924      905       00 P 1                                               96.21
```

(7 -

8

cc: State (H. S. C ter)

# STATE COPY

U. EPARTMENT OF TRANSPORTATION
FE RAL HIGHWAY ADMINISTRATION

## INITIAL REPORT

| | | | |
|---|---|---|---|
| **REGION NO.**<br>10 | **REPORT NO.**<br>1 | **COUNTY**<br>Klamath | **DIVISION**<br>Oregon |

| | | |
|---|---|---|
| **DATE OF INSPECTION**<br>1-25-79 | **INSPECTION MADE BY**<br>David B. Carter, Area Engineer | **PROJECT NO.**<br>M-2298(3) |

**IN COMPANY WITH**

Wayne Cobine, Resident Engineer, OSHD

**LOCATION**

Vicinity of the City of Klamath Falls, Klamath County, Oregon

**CONTRACTOR NAME AND ADDRESS**

R. A. Hatch, P.O. Box 201, Bend, Oregon 97701

| | | | | |
|---|---|---|---|---|
| **AWARD DATE**<br>7-14-78 | **CONTRACT AMOUNT**<br>$890,120 | **TIME ALLOWED**<br>300 CWD | **TIME STARTED**<br>7-26-78 | **WORK STARTED**<br>10-23-78 |
| **QUALITY OF WORK**<br>Satisfactory | **PROGRESS OF WORK**<br>Satisfactory | **TIME ELAPSED**<br>42% | **WORK COMPLETED**<br>12% | |

**REMARKS**

S. 6th ST. E. SIDE BY-PASS (KLAMATH FALLS)
FAU 2298
Grade, Pave, Structure & Signing

This project will provide for the upgrading of this 0.94 mile section of Shasta Way with improved travel lanes and a continuous left-turn lane. A short section of Shasta Way will be widened to 4 lanes.

The structure widening at the USBR "A" canal bridge is essentially complete. The road work will begin as weather permits. The concrete finishing work on the structure completed to date was inspected and found to be satisfactory.

The progress of the project is listed as satisfactory as it is anticipated that the project will be completed within the allotted contract time.

RECEIVED
STATE HWY ENGR
MAR - 1 '79
REFER TO
cy Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA-1446 (12-73) Formerly PR-33 A    Previous Editions of PR-33A will Not Be Used.

8764

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

# Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
226 South Fifth Street
Klamath Falls, Oregon 97601

Attention of Mr. Jim Watson
City Manager

Request No. (assigned by staff engineer or head of section) CC 1863

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $32,730.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $4,900.00 | |
| | | To be transferred to State Highway funds for the construction of the South 6th Street-East side Bypass Section. FAUS 2298 | | $27,830.00 |
| | | Covered by Agreement No. 5286 | | |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 33,700.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 318-1910-295

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved:
Regional Engineer

Approved:
for G. Wimer Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8764

**OREGON STATE HIGHWAY DIVISION**

Form 81-734-1191

# Request for Outside Billing

**(Or Advice of Cash Transaction)**

**Address invoice to:** Klamath County
Veterans' Memorial Bldg.
Klamath Falls, Oregon 97601

**Attention of** Mr. Lyle Smith
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1864

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

**Description and Authority:** (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

**Itemized Statement:** Construction Advance Deposit $38,640.00

| Quantity | Unit | Description | Unit Price | Amount |
|---|---|---|---|---|
| | | To be retained | $5,800.00 | |
| | | To be transferred to the State Highway funds for construction on the South 6th St. - East side Bypass Section.<br>FAUS 2298<br>Agreement No. 5286 | | $32,840.00 |

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 38,640.00

**Is this a partial or final request for billing?** Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

**Credit distribution:**
318-1910-295

**Submitted by:** Fred Hildebrandt
Fred Hildebrandt

**Approved:**
Regional Engineer

**Approved:**
for G. Wimer
Section Head or Staff Engineer

**Instructions:** The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8764

ROBERT W. STRAUB
GOVERNOR

*Department of Transportation*

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 28, 1978

**R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 8764 for work on the S. 6th Street-E. Side Bypass (Klamath Falls) Section of FAU 2298 (Shasta Way) in Klamath County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

**dda**
Enclosure

**cc** **Corroon & Black of Oregon**
**1600 S.W. 4th**
**Portland, OR 97201**

**Employers Mutual Liability Insurance**
**Company of Wisconsin**
**2000 Westwood Drive**
**Wausau, WI 54401**

**bc** **C. T. Kessey**
**Walt Hart**
**Robert Church**
**Jim Kinne**
**Dale Allen**
**Wayne Cobine**

**R.A. Hatch Co.**
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

# le er of transmittal

DATE 7-21-78 JOB NO. 8764
ATTENTION
RE OSHD Contract 8764

TO
Oregon Transportation Commission
Dept of Transportation, Hwy Division
121 Transportation Bldg, Salem, Or
97310

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via________ the following items:
☐ Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ ________

| COPIES | DATE | NUMBER | DESCRIPTION |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
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THESE ARE TRANSMITTED as checked below:

☐ For approval
☐ For your use
☑ As requested
☐ Approved as submitted
☐ Approved as noted
☐ Returned for corrections
☐ Resubmit_____copies for approval
☐ Submit_____copies for distribution
☐ Return_____corrected prints
☐ For review and comment
☐ For bids due________19____
☐ Prints returned after loan to us
☐ ________

REMARKS

RECEIVED
JUL 25 1978
COMMISSION ERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

SIGNED: N. Platt

#148

*If enclosures are not as noted, kindly notify us at once.*

8764

bbc C. T. Keasey
Robert Church
Walt Hart
Dale Allen
Wayne Cobine
SAIF
Fran

July 14, 1978

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on June 26, 1978, accepted your proposal for work on the S. 6th Street-E. Side Bypass Section of FAU 2298 in Klamath Falls, Klamath County, for the sum of $890,120 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those various conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 8764.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 26, 1978.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Enclosures

bc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

5764 6-77

Section S. 6th St-E. Side B ss (Klamath Falls) Program ng Estimate $ 1,005,000

Highway FAU 2298 Project Length 0.96 mile

County Klamath Completion Time 300 Cal. Wk days

Kind of Work Grade Pave, Str. & Signing

Prefix 318-1910 FA Project No. M-2298(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 877,150 50

Anticipated Additional Items:

| | | |
|---|---|---|
| Royalty Payment | | |
| Building Permit Fees | | |
| Slide Correction | | |
| Railroad Protective Costs | | |
| Other Railroad Costs | | |
| Permanent Signing | | |
| Permanent Pavement Striping | 900 | |
| Temporary Pavement Striping | | |
| Remove Pavement Striping (Exist. & Temp.) | | |
| Temporary Erosion Control | 500 | |
| State Furnished | | |
| Install Water Meter | | $ 8,200 ~~3200~~ |
| Furnish Water | | |
| Laboratory Fees | | |
| On the Job Trainees 10 @ $80 | 800 | |
| State Responsibility for Damages | | |
| Signal Controller Testing | | |
| Bikeway Signs | | |
| Furnish Mail Box Posts | | |
| Adjust Utilities | | |
| | | |
| Re[illegible] Mail Box Post (15 @ $33±) ✓ | 500 | |
| Misc. Permit Fees | | |
| Seeding & Mulching | 500 | |
| *Adjust Traffic Signals | 5,000 | 835,350 50 $ ~~880,350 50~~ |
| Contingencies (4-1/2%) | | 39,840 77 ~~39,615 77~~ |
| Engineering ( 9 %) | | 79,681 55 ~~79,231 55~~ |
| ~~SUBTOTAL~~ | | $ |
| ~~Credit for~~ | | |
| Estimated Net Authorization, Construction | | 1,004,872 82 $ ~~999,197 82~~ |

APPROVED

Road Design Engineer

APPROVED
Duane O. Christensen
FINAL DESIGN ENGR.

NOTED
D. O. Christensen

⑬

8764

June 22, 1978

City of Klamath Falls
226 S. Fifth St.
Klamath Falls, OR 97601

Attn: Jim Watson
City Manager

Gentlemen:

On June 22, 1978 a satisfactory bid was received from R.A. Hatch Co., P.O. Box 201, Bend, OR 97701, for construction on South 6th Street-Eastside Bypass (Klamath Falls) Section, FAU 2298.

The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $406,645.00 |
| Permanent Pavement Striping | 585.00 |
| Temporary Erosion Control | 325.00 |
| On-the-Job Trainees | 520.00 |
| Relocate Mailbox Post | 325.00 |
| Seeding and Mulching | 325.00 |
| Adjust Traffic Signals | 3,250.00 |
| 4½% Contingencies | 18,538.88 |
| 9% Engineering | 37,077.75 |
| ESTIMATED TOTAL COST | $467,591.63 |

City's Advance Deposit:
7% of $467,591.63 = $32,731.41 or say $32,730.00

7-14-78
$32,730 Ad. Dep.
Rec'd. Notified
V. Boyd & John Hagedorn

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $32,730.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFH:cw

bc w/AD#454: Vern Skoog - Please return completed AD#454 when check is returned
Region 4 Federal Aid Engineer

8764

June 22, 1978

Klamath County
Veterans Memorial Bldg.
Klamath Falls, OR 97601

Attn: Lyle Smith
Director of Public Works

Gentlemen:

On June 22, 1978 a satisfactory bid was received from R.A. Hatch Co., P.O. Box 201, Bend, Oregon 97701, for construction on South 6th Street-Eastside Bypass (Klamath Falls) Section, FAU 2298.

The advance deposit based on the anticipated construction cost of their bid is as follows:

| | |
|---|---|
| Bid Items | $483,475.00 |
| Permanent Pavement Signing | 315.00 |
| Temporary Erosion Control | 175.00 |
| On-the-Job Training | 280.00 |
| Relocate Mailbox Posts | 175.00 |
| Seeding and Mulching | 175.00 |
| Adjust Traffic Signals | 1,750.00 |
| 4½% Contingencies | 21,885.53 |
| 9% Engineering | 43,771.05 |
| ESTIMATED TOTAL COST | $552,001.58 |

County's Advance Deposit:
7% of $552,001.58 = $38,640.11 or say $38,640.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than July 14, 1978.

Please make your check for $38,640.00 payable to the Oregon State Highway Division. Send the check to Highway Accounting Room 434 - Transportation Building, Salem, Oregon 97310.

AD Received 7-10-78 notified Asbury + Boyd. (H)

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

FFH:cw bc w/AD#454A: Vern Skoog - Please return completed AD#454A when check is returned
Region 4 - Federal Aid Engin

8764.

6-6-78

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2298(1)
Project Name S. Sixth Street-East Side By-Pass (Shasta Way)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired **prior to January 2, 1971**.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city/in accordance with said Act. and county

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provi relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, saf and sanitary housing or have been offered decent, safe, sanitary fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the righ of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 6th day of June, 19

City of Klamath Falls

Certified By:

Regional Right-of-Way Supervisor
Date June 8, 1978

May

City Record

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

CC DE SWAN
CT Keasey
R. TRIGStad

County of Klamath

January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city/and county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provi relocation payments, if eligible, and relocation assistance. Dis placed individuals or families have been relocated to decent, saf and sanitary housing or have been offered decent, safe, sanitary fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the righ of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 6th day of June, 19

City of Klamath Falls

May

City Record

Certified By:

Regional Right-of-Way Supervisor

Date June 8, 1978

Instructions: Complete A or B and C.

R/W File No. ____________

Rev. 1/76

CC DE SWAN
CT Keasey
R. TRIGStad

County of Klamath

Chairman

Floyd L. Wynne
Commissioner

Lloyd Gift
Commissioner

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 12 1978
File: PM FA
LG OP
TAA ________

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city/and county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provi relocation payments, if eligible, and relocation assistance. Dis placed individuals or families have been relocated to decent, saf and sanitary housing or have been offered decent, safe, sanitary fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the righ of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 6th day of June, 19

City of Klamath Falls

Certified By:

Regional Right-of-Way Supervisor

Date June 8, 1978

May

City Record

Instructions: Complete A or B and C.

R/W File No. ____________

Rev. 1/76

CC DE SWAN
CT Keasey
R. TRIGSTad

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
JUN 12 1978
File: PM FA
LG OP
TAA ____________

County of Klamath

Chairman

Floyd L. Wynne
Commissioner

Lloyd Gift
Commissioner

# STATE OF OREGON
# MICROFILMED PUBLIC RECORD

( IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070 )

| | |
|---|---|
| NAME OF AGENCY | OREGON DEPARTMENT OF TRANSPORTATION |
| TITLE OF RECORD SERIES | Construction Contracts |
| ARRANGEMENT OF RECORDS | by Contract Numbers |
| INDEX | |

INDEXING BEGINS WITH : 8737 continued from Reel 199 ENDS WITH 8764. to be continued on Reel 201

FLASH CARDS:

REMARKS:

| CAMERA: MAKE AND MODEL | FILM TYPE | REDUCTION RATIO | REEL NUMBER | PROJECT NUMBER |
|---|---|---|---|---|
| Bell & Howell File Master | 16 mm | 24 X | 200 | |

## CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 22nd DAY OF January 1990 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR